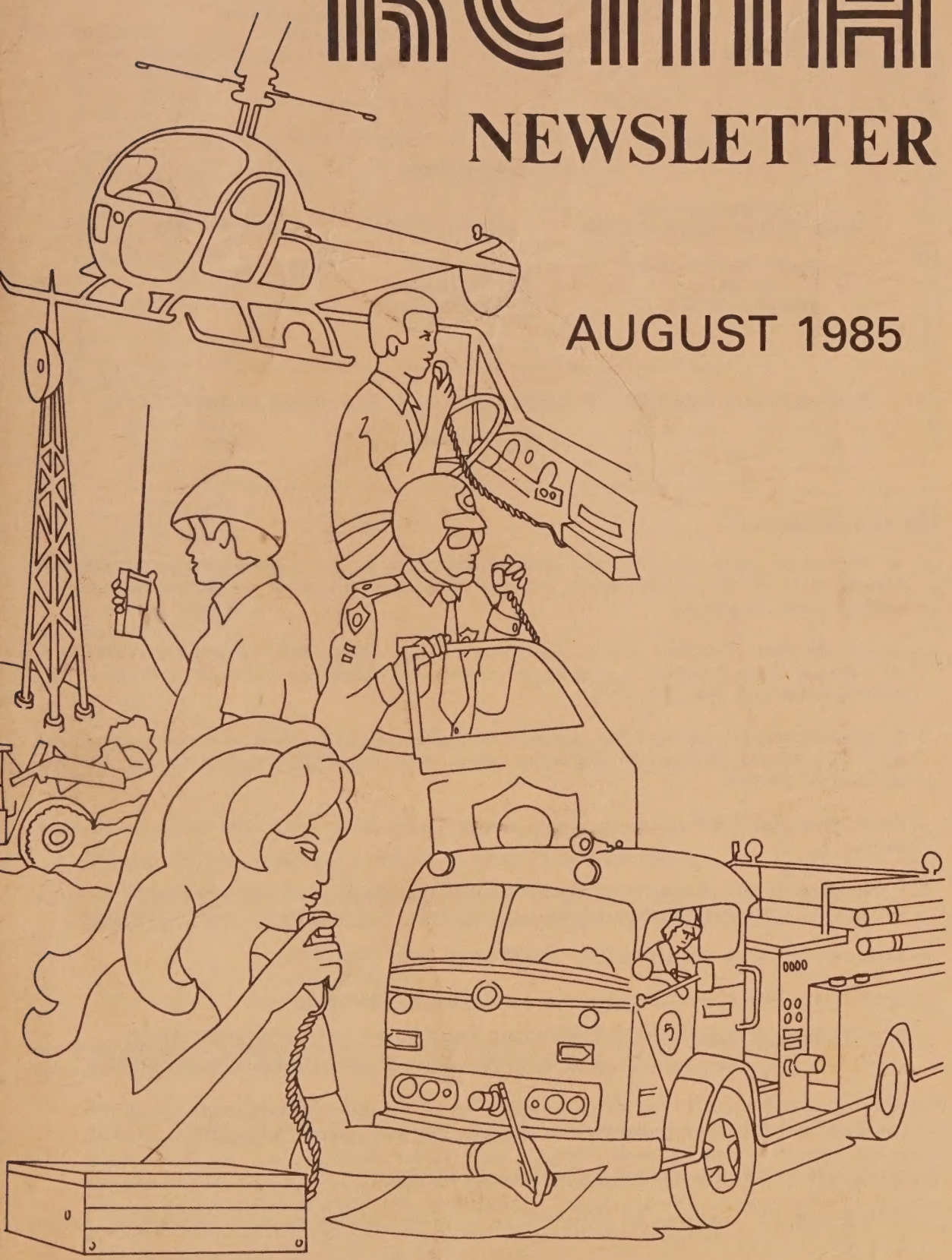
RCMA

NEWSLETTER

AUGUST 1985



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OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

Issue 114 August 1985
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TABLE OF CONTENTS

AIRCRAFT ..... Ø
ANARC NEWS 4
BEGINNERS CORNER ..... Ø
BELOW 30 MHz 10
BUSINESS, ETC 14
CALENDAR 2
CANADA 15
COMMUNICATIONS PROFILE ..... Ø
COMPUTER CORNER 19
CONTACT/INFO WANTED 21
FCC TOPICS 22
FEDERAL GOVERNMENT/MILITARY 25
FROM THE CAPTAIN'S DESK 5
INTERNATIONAL 33
MARKETPLACE 36
NEW MEMBERS LIST 80
PHOTO DEPARTMENT 37
PUBLIC SAFETY:
- CALIFORNIA 62
- GREAT LAKES ..... Ø
- NORTH CENTRAL 48
- NORTH EAST 42
- SOUTH CENTRAL 51
- SOUTH EAST 54
- WEST 57

RAILROADS 70
SPACE COMMUNICATIONS 74
SPECIAL FEATURE ..... Ø
TECHNICAL TOPICS 75
VHF MARINE 77
YOUR THOUGHTS 8

TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 – 6 WEEK DELAY.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

RCMA

° ° ° Calendar ° ° °

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92602
Please send notices well in advance of the Newsletter deadline.

R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

Friday July 26, 1985 8:00 PM
SHARING SESSION Mercury Savings & Loan, Valley View & Lincoln, Buena Park
Bring your frequency lists, computer programs (scanner & HAM radio related) and photo albums. We hope to have a good time sharing information. If you have a good communications related VHS type video tape, let us know. Call ERIC (CA-LA-045). 213 498-4101 CSULB PD

Friday August 23, 1985 8:00 PM
TOUR --- NET 4 FIRE DISPATCH
This is the mutual agency dispatch center for Anaheim, Garden Grove, Orange and Stanton Fire Departments. This is a "don't miss" tour for locals. The dispatch center is on Orangewood Ave. just south of Anaheim (Angel) Stadium. (Right off of State Highway 57 (Orange Freeway). Monitor 46.26 MHz for Dispatch. Our talkin freqs are 144.33 MHz, 224.66 R MHz. See you there. Cameras are ok.

HELP NEEDED!!

If anyone is interested in helping schedule tours, meetings, guest speakers, etc., write PS CA post office box or call ERIC (CA-LA-045) at 213 498-4101. THANK YOU

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

Saturday	August	3, 1985	1:00 PM
Sunday	August	18, 1985	Field Exercise
Saturday	September	21, 1985	1:00 PM
Saturday	November	16, 1985	1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

Southern New England Scanners Club

Contact Maurice Dennis Dandeneau RI-017 SNEC President 401-732-0812
P.O. Box 7052, Warwick, RI 02887 (modem on phone)

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price	Order Total	Include This Amount of Postage
Sept 75 – June/July 76	7	$2.00	$ 1.50 – $ 5	$1.20
(No Oct or Nov Published)			$ 5.50 – $10	$2.25
August – Dec 76	4	$3.00	$10.50 – $15	$3.30
(No Oct published)			$15.50 – $25	$4.15
Jan – June 77	6	$4.00	$25.50 – $35	$5.50
July – Dec 77	6	$4.00	Over $35	$7.00
Jan – June 78	6	$5.00		
July – Dec 78	6	$5.00		
Jan – June 79	6	$6.00		
July – Dec 79	6	$7.00		

1980–to date issues are available at $1.50 per copy

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503 - 1036

The All Ohio Scanner Club also offers coverage of Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, and Ontario, Canada. We welcome members from these and other areas who wish to join our club. Sample Newsletter: $1.00 plus .22 stamp. Membership information for a large SASE.

Saturday August 3, 1985 First Annual Summer Meeting at a state park in the Columbus, Ohio area. RCMA members are invited. Send SASE for info.
****

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. Winconsin

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

A meeting on Sunday, September 22, 1985, starting at 11:00 AM at 122Greenbrair Drive, Sun Prairie, WI. A tour of Madison Fire Department Dispatch Center is planned. For complete details send SASE or call (608) 837-7666.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:
Copy of ANARC Club List — Send 25¢ and an SASE (business size)
Sample Copy of ANARC Newsletter — Send 60¢ and an SASE (business size)
Annual Subscription to ANARC Newsletter — $7.50 for residents of U.S., Canada, and Mexico; $10 Overseas (Airmail)

ANARC 1985 Convention will be held in Milwaukee, Wisconsin, July 19-22. For details send SASE to ANARCON '85 P.O. Box 24 Cambridge, WI 53523. The Red Carpet Hotel, 4747 S Howell Ave adjacent to the Milwaukee airport, will be convention headquarters. Convention Chairman is Mike Kitter, 1985 publisher of the ANARC Newsletter.

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

WORLDWIDE TV/FM DX ASSOCIATION Annual Convention August 2 to 4. Hosted by Ron LeBlanc. Planned are visits to transmitter site of WRNO and to local AM, FM and TV stations in New Orleans, LA. For details send a SASE to WTFDA, P.O. Box 514, Buffalo, NY 14205-0514.

INTERNATIONAL RADIO CLUB OF AMERICA (IRCA) August 23,24,25 (Friday-Sunday) Annual Convention, Portland, Oregon, at Kingsway-Best Western Inn. For Registration and resevarations, sent a SASE to : Bill Block - IRCA % Byers Photo, 6955 SW Sandburg St, Portland, Oregon, 97223. (For MW and All DXers)

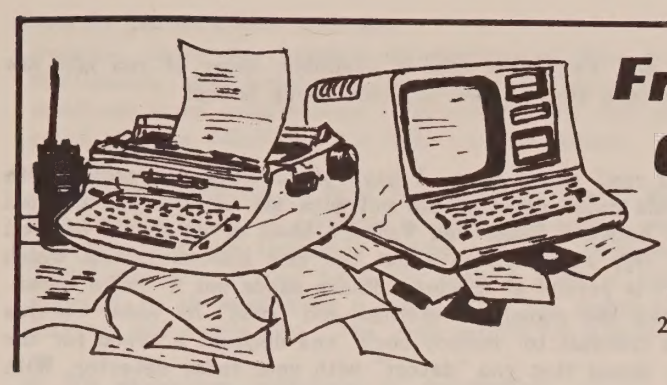
NATIONAL RADIO CLUB Annual Labor Day Convention August 30 to September 2. at Ramada Inn, Portsmouth, Rhode Island. For MW and All DXers. For Registration and reservations, send a SASE to: Craig Healy, NCR'85, 66 Cove Street, Pawtucket, Rhode Island 02861.

SOUTHERN CALIFORNIA AREA DXERS (SCADS). October 19 Saturday Meeting at Village View School Auditorium, 5361 Sisson Drive, Huntington Beach, Ca. For detains send a SASE to Don Schmidt, 3809 Rose Ave, Long Beach, Ca 90807

CENTRAL FLORIDA DXERS living within 100 miles of Tampa are invited to participate in a local radio club now forming. For data send a SASE to: David Sharp, 17602 Meadowbridge, Lutz, Florida 33549

DENVER METRO AREA DXERS IN COLORADO are forming a new group for radio listeners of all types. For information send a SASE to : Wayne Heinen, 4131 South Andes Way, Aurora, CO 80013. Phone (303) 699-6335 from 6 to 9 PM MDST

DXER'S DIRECTORY 1985, by Fred Osterman $4.95 plus $1.05 shipping = $6.00 total 85 pages with information about DXers, and list of North American DX clubs as well as world wide DX clubs. Universal Shortwave Radio, 1280 Aida Drive, Reynoldsburg, OH 43068



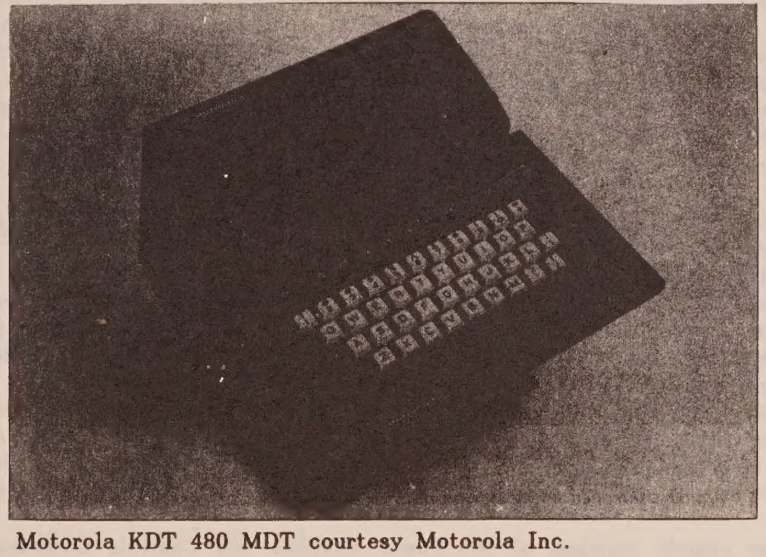
From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
2268 N.W. 30th Rd., Boca Raton, FL 33431

FROM THE CAPTAIN'S DESK

As this column is being written, the survey results are just starting to come in. I want to thank those of you who took the time to answer the thirty six questions. With your input, we will soon be making changes in the NEWSLETTER. Our club publication is going to be more along the lines of your interests than ever before. By next month, we should have a clear picture of what you, as an active member, want from RCMA and the NEWSLETTER.

MOBILE DATA TERMINALS: As more and more departments and companies advance with modern technology, the use of the Mobile Data Terminal or MDT will become more frequently heard on your scanner. Although there are many different systems available, I have pictured one of the most frequently used systems. The Motorola KDT480 mobile terminal is shown.



Motorola KDT 480 MDT courtesy Motorola Inc.

The radio mobile data terminal makes computerized operations possible from the vehicle. High speed data is transmitted between the mobile terminal and a "master" computer in the office or at headquarters. The mobile terminals can be used as a dedicated radio system, that is to say the sole user of the channel, or it can be mixed into an existing system with voice. In most operations, MDT is the sole frequency user on a system, as just listening to the hig speed data being transmitted is not very enjoyable to most users.

Storage of up to 3,000 plus characters in Random Access Memory (RAM) are allocated to meet the need of the user. This system has a text area of over 20 square inches, and the highly visable CRT (screen) can accommodate up to 480 high resolution characters. The screen is usually formatted into 12 lines of 40 characters for easy reading. Most vehicle terminals are designed for varying light conditions of the vehicle enviroment, to assure visibility by the user.

MDT units are used by all services, however, most of the present use is by public safety departments. Since most transmissions are not monitored by the public due to equipment availability, calls and other data can be assumed to be confidential. Also, MDT offers instant driver license, personal and vehicle checks through the computer linking systems. I have seen a state trooper get a check on a license of an out of state vehicle in a matter of seconds. In fact, one evening we spent the entire night just running each license we encountered on the highway, checking each for being stolen or wanted.

For the really involved monitor buff, it is possible to monitor and read MDT transmissions. Of course, with a big hobby budget you could just buy your own unit and start reading, but for those of you with a more limited supply of funds, a simple modem and monitor screen can offer some very interesting results. Steve, Tech Topics Editor, will soon have the information

on baud rates, frequency shifts and so on. Once this data is available, those of you who are interested can get a modem and monitor, and start a new and interesting hobby!

VASCAR vs. RADAR: While active in road patrol work, I have often clocked speeders with Vascar, and had the violator ask why his radar detector did not pick me up if I had clocked him. Do you understand the difference between Radar and Vascar? Most of us should be well aware of that police radar is by now. We have written about the new Kustom system which will clock a vehicle while the police car is parked or moving. Radar sends out a "radio" beam. This signal reflects off the "target" and the signal is returned and "read" by radar receive unit. The radar computes the time from transmit to "bounce back" and displays a speed for the police officer. It is this high frequency signal that you "detect" with your radar detector. With the new radar units, having both the radar car and the violator moving is not a problem to the modern radar computers. Radar operates on two authorized bands. They are known as "X" and "K" bands. One is used mainly for short radar observations, while the other is used for long distance readings. Modern detectors can pickup signals of both bands at once. Think of radar as a light beam from a flash light. Once it is transmitted, it can be observed.

Vascar has nothing to do with radar. It has nothing to do with a radio signal. Vascar is a time and distance computer placed in the patrol car and operated manually by the police officer. Vascar must have three things to work. (1) The Vascar must have the distance in the vehicle computer. This is entered when the patrol car actually drives over the "distance" being used to check the speeders. (2) The Vascar unit must have a working clock which is started and stopped manually by the officer. (3) The officer must be able to actually see the speeding car pass both the "start" and "stop" points of the distance being measured. In other words, Vascar is a simple time and distance computer in a car. If you know the distance a vehicle covers and the time it takes a vehicle to cover this distance, you (or the Vascar computer) can compute the speed of the vehicle. Many states are marking highways, especially in bridge and interchange areas with lines on the highway. A patrol car can run over the distance between the lines, lock the distance in the computer, then sit on the on-ramp and switch off and on the clock, checking speeding vehicles as they cross the "start" and "stop" lines.

Distance lines for Vascar can be anything that the officer selects as a "start" and "stop" for the distance course. For example, if a speeder is driving north on an expressway and the police officer is driving south. As the speeder passes the police car, the officer makes a U-turn. As the now northbound officer passes the exact spot where he passed the northbound speeder, he "starts" the distance measurement and "time" clock. As the speeder passes under the shadow of an uncoming bridge, the time clock is stopped. As the officer passes under the same shadow on the roadway, the distance is "stopped". He now has the distance and time in the computer, and the speed is displayed on the Vascar! As you can see, with this time and distance computer, Vascar, you can clock vehicles in endless situations! All you have to have are (1) a measured distance, (2) a time to cover the distance, and be able to start and stop your computer manually by seeing the vehicle pass the start and stop points.

The Vascar vehicle terminal of the Power Systems and Controls Company is shown with this article. You can see the speed, and time and distance switches. The main Vascar computer usually is mounted under the seat of the patrol car. Of course, police Vascar operators are usaually "certified" by the state, and have a good record of being able to clock vehicles without error. Many states require constant checks of both operators and units.

Vascar Terminal by Division of Power Systems & Controls Inc.

PUBLICATIONS:

POLICE CALL for 1985 is out and should be completely distributed by the time you read this article. The publication is the most complete frequency listing published other than the FCC license listing. Again, Gene Hughes has kept up with what is going on, and there is complete 800 MHz listing for the public safety agencies. The complete set of 9 volumes lists just about everything for public safety, city, county and state, military bases, forestry and National Park Service, railroads and aircraft. Each volume has about 25,000 to 30,000 listings. The books can be obtained through mail order, a Radio Shack store, or through most communications hobby outlets. The "bible" of the scanner buff is again well worth the $6.95 retail price! Gene is listing more and more frequency assignments with his frequency data, making the book quite useful for those who want everything about an area.

AMERICAN FIRE SERVICES of Hartfort, CT 06106 has published their new 1985 edition. This reference publication gives very detailed information about the fire services in the USA. For

example, there is complete information on Fire & EMS statistics, areas served, stations, firefighters, unit location maps, addresses, frequency utilizations and cross references. This handbook is an indispensable reference for the fire professional as well as the fire buff. The retail price is $39.95 for the 1985 updated volume.

MONITOR AMERICA by SMB Publishing of Natick, MA 01760 continues to be well received by the monitor buffs. I reviewed a copy this month, and found on my trip from Florida to North Carolina that the frequency listing and use assignments were correct and printed in a very useful manner. If you have not seen a copy of this outstanding publication, you owe it to yourself to at least take a look! The 582 pages of well written frequency information will interest and excite you. The book retails for $14.95.

* We encourage publishers of publications related to our hobby to let us know of your publication. RCMA also encourages publishers to consider advertising with us in the NEWSLETTER. We are a non-profit organization, and offer very reasonable advertisement rates. Contact the General Manager for full information. Of course, any mention of RCMA in your publication will be appreciated, most certainly!

RADIO SHOWS: I would like very much to have information about upcoming hamfests, radio shows and computer fairs for upcoming articles. Some of the most interesting times I have ever had involved seeing a good radio show or flea market. We must have the information at least 90 days prior to the event. If you know of a show or club planning an event, have them send us the information for printing in this column!

AUGUST SHOWS:

3 & 4	Hamfest & Flea Market, Jacksonville FL
4	Winchester Hamfest, Berryville VA
11	Charleston Hamfest & Swapmart, Charleston WV
11	Lexington Radio Show, Lexington KY
17 & 18	Annual Weekend Radio Fest, Huntsville AL
31 & 1 Sept	Western Carolina Radio Fair, Fairgrounds, Shelby NC

SEPTEMBER SHOWS:

6 thru 8	FL State ARRL Convention & Radio Show, Melbourne FL
7 & 8*	Swapfest & Picnic, Cleveland TN
8*	Hamfest, Gaithersburg MD
14*	WCARS II Swapfest, Greenwood SC
14 & 15	Hamfest & Radio Show, Mobile AL
15*	Hamfest & Swapfest, August GA
21 & 22	Hamfest & Computerfair, Virginia Beach VA
22*	Hamfest, Gainesville GA
22*	Radio Show & Computer Event, Cincinnati OH
28 & 29	ARRL National Convention & Radio Show, Louisville KY
29*	Hamfest, Lake Lanier GA

(*) Indicates information and dates were based on last years event. Check with or monitor local amateur radio operators for details and directions. We wish to thank the Southeastern Repeater Association & the Repeater Journal for parts of this listing!

ATTENTION COLUMN EDITORS: Please drop me a note with your monthly estimated postage bill for acknowledgement of data received from members! Also, we are working on a new and current member survey. Give me your suggestions for questions to be asked in the next survey.

THE INFORMATION YOU WILL BE READING IN THIS ISSUE OF THE NEWS LETTER WAS SUBMITTED BY MEMBERS OF THE RCMA. PLEASE DON'T BE JUST A READER! SEND YOUR FAVORITE EDITOR SOMETHING THIS MONTH! If nothing else, write down the channels in your receiver that interest you the most, the frequency and agency, and note any details which might be of interest! Tell him what you want to read about! What do you listen to and what would you like to listen to? Editors need your help to make the columns interesting! Do your part and submit something this month!

your thoughts

Ginny Slick, RCMA Assistant Editor
1 West Potomic, Williamsport, MD 21795

To the Editor:

**********=- USE AN MX 7000 - - GO TO JAIL! (BIG TROUBLE) -=**********

Well, it looks like the California legislature is thinking seriously of BANNING SCANNERS. A bill recently introduced in the State Senate by Herschel Rosenthal would make it a crime to manufacture, sell, or use any radio capable of receiving mobile telephones. News reports did not specify whether this means only the cellular phones, or all car phones period. The latter, of course, would mean that every scanner owner in California would immediately be breaking the law!

Such legislation is of dubious validity, in view of existing Federal precedents. However, anyone expecting to beat it in court had better dig in for a five-year fight ending in the U.S. Supreme Court.

One certainty is that Pac Tel and the entire multi-billion cellular industry will throw their weight behind this bill. KNX radio, in Los Angeles, may have given us a hint of what is to come. They have aired a series of overblown, scary reports on scanners and the "invasion of privacy". Listeners, including Mr. Rosenthal, have been promised that secret business deals will become public knowlege, their sex lives will provide gossip everywhere, and (as usual, it seems) the national security will be destroyed. Nowhere was it mentioned that car phones have never been private, that cellular phones are in fact more difficult to listen in on, or that simple inversion scramblers eliminate 99 per cent of eavesdropping.

RCMA had better speak up, while there still is an RCMA. Anything that happens in our most populous state happens all over eventually. Other hobby groups, notably car clubs, kept silent during similar episodes of regulatory hysteria. These groups are no longer around to speak up on anything.

Will we be next?

Hugh Stegman

Hugh Stegman (CA-LA-472)

To the Editor:

Some months ago I asked Jerry Short for advice on what to do withe my BC-101, he said that you were having the same problem and would be writing something in the newsletter. I missed the item in the May issue and am just now catching up.

My BC101 is in very good physical condition, complete, etc. <u>but</u> Doesn't work very well at all. Reception is intermittent and when it works, reception is poor.

I went through approximately the same experience you did, and resulting in my ending up with the 101 and a letter giving me a discount on a new Bearcat of their choosing.

At this point, I'd either like to get mine repaired using parts from someone else"s sick set, or donate mine to the cause so that someone else can fix his set. As it is, no one wins, except of course, Bearcat.

Regards,
Jerry Goss (CASD010)

To the Editor:

Thanks for printing my letter in the April issue....one correction.....it was a Jewel Supermarket, not a jewelry store.

I would like to suggest that a frequency be stated as verified if it is so, and the source of the frequency be stated as well. The reason this would be good is because some freqs found in the Fische have expired or been changed. I have seen those listed in the Jan/Feb '83 Fische whose license expired in Jan. '82.

Regarding the problem of contributions being 2 or 3 months late in publication, well the same is true in larger publications. The APCO bulletin has published letters that were 3 months late and more. I have had good response from all the editors to whom I've written. Yes, it has been a little wait before publication, but it was there.

Personally, my hat is off to all those involved in RCMA. Keep up the good work. Local chapters can really be a help to our hobby. Try, it.....You'll like it!

Thanks for Everything,
(ILlinois reader)

Dear Ginny,

I was very delighted to see that there is a new sub-editor for the NYC Metro area. Warren Silverman's explanation of the Nassau County Fire Commission was nothing short of excellent. However,therewas one point of information which was incorrect which I would like to clarify at this time.

In the last paragraph,Warren stated that there was not a single paid fire-fighter in Nassau County. This however is a false statement. Both the City of Long Beach and the Village of Garden City have what is known as a "Paid/Volunteer Department".

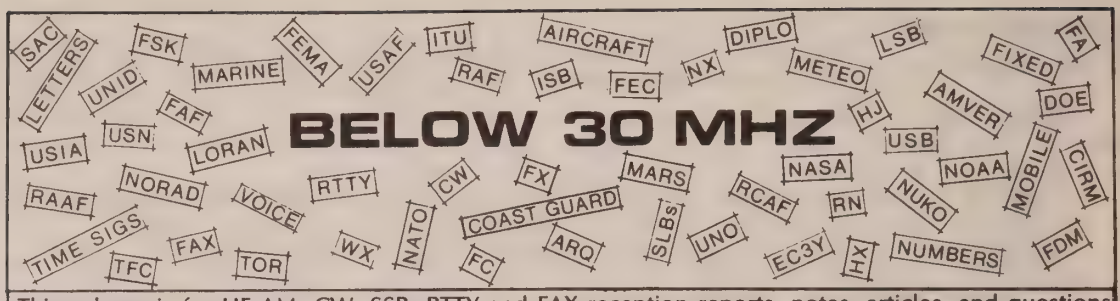
Garden City,I believe,has paid men on duty to roll the apparatus while the alarm is sent out to the volunteers. Long Beach, on the other hand has a force of approximately 20 Paid fire-fighters who work in 24 hour shifts. There are usually 5 men per tour(there are 4 tours)who are stationed at Fire Headquarters on a 24 hour basis.

These men are responsible for responding with an Emergency Van (#2319) and provide Basic Life Support Emergency care until the Long Beach Hospital Ambulance arrives to transport the aided. In addition they respond to all fire alarms with a pumper(#2343). In the cases of minor fires,investigations,still alarms, these paid men are the onlyfire fighters on the scene. In the cases of structure fires,house fires,etc. these fire fighters are usually first due to the alarm while the alarm is being sent out to the volunteers. The paid men also have the responsibility of responding with a ladder truck(#2362) which is manned by volunteers at all alarms in which the volunteers are alerted.

So as you can see,the residents of Long Beach(myself included) are very secure in knowing that there is 24 hour Fire and EMS assistance readily available by these dedicated,professional men.

I am sure that this was just an oversight by Warren who as I said,did an excellent job on his report.

Sincerely yours,
Arthur Altarac
WA2KXE NY-272



This column is for HF AM, CW, SSB, RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations – essentially everything except broadcasting, CB and amateur radio.

Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham, England, HU16 5AJ.

OTH (i)

A few more details have emerged about 'Cold Witness', Britain's proposed OTH radar system (March '85 Newsletter). According to the New Statesman (a weekly political journal), an experimental installation is already in operation at Cricklade, near Swindon in Wiltshire, which can 'see' across the Atlantic almost as far as Newfoundland. The Orfordness installation, on England's east coast, would cover the vital area bounded by Greenland, Iceland, Spitzbergen and Novaya Zemlya.

A shorter range version - up to 200 km (125 miles) - is already working at Angle, near Pembroke in Wales. The whole research and construction expenses are, it is suggested, funded by the U.S. Defence Department. No freqs yet.

OTH (ii)

Bob Horvitz, past Editor of this column, brings to members' notice an ANARC OTH Radar Committee scheme for voluntary world wide monitoring, during the month of August, 1985, of 'woodpecker' interference to HF broadcasting.

The plan is for volunteers to provide authentic and accurate reports of specific instances of 'woodpecker' QRM to HF broadcasters operating legitimately on their assigned frequencies, as well as data on the general band coverage by the 'woodpecker/s'.

Would-be participators in the USA please send an SASE (with first class stamp), outside the USA three IRCs, to:

ANARC OTH Radar Committee
1634 - 15th St NW
Washington
DC 20009

and you will receive a sheet describing the project. By the time this is published, time will be running short, so don't delay !

OTH (iii)

Meanwhile, back in the US, tests should commence this summer on the USAF's east coast 1 MW OTH system in Maine. The signal to look for is a chirp/buzz (saw-tooth on an oscilloscope) from 5 to 40 kHz wide with a prr (pulse repetition rate) between 10 and 60 per second.

When at the slow rate, it should sound chirpy, turning into a buzz at it speeds up. Europe may be under its radar footprint under some conditions. Date of commencement, schedule and frequencies are not yet known.

Wonder if that's what I heard:

14834 to 14866 kHz = bandwidth 32 kHz	1655 UTC May 18
18126 to 18155 kHz = bandwidth 29 kHz	" "
14922 to 14955 kHz = bandwidth 33 kHz	1630 UTC May 21

faster prr than the 'woodpecker' and not so 'peaky'. By comparison, around the same time the real 'woodpecker' produced:

10460 to 11500 kHz = bandwidth 1040 kHz.

The USAF hopes to have OTH radar coverage of the approaches to the USA's West, South and East coasts eventually if budget requests are approved.

NEW BOOK

Bob Horwitz has also called my attention to a new book that the Association of DX Reporters (ADXR) has published, 'The ADXR List of Limited Coastal Stations'. The book includes over 2000 'company' coastal and inland waterway stations. Presentation is two-way, by callsign and by city.

These limited stations are operated by steamship lines, towing companies, oceanographic institutions, fishing fleets, offshore oil drillers, bay and harbour pilots and others.

The book will be dispatched for 3 dollars post paid (2 dollars 50 for ADXR members) to addresses in the USA, Canada and Mexico. Other countries add one dollar. The address is:

Association of DX Reporters
7008 Plymouth Road
Baltimore
MD 21208.

FRG 8800 RECEIVER

In the July '85 issue I reported on a friend's experience of the remarkably short life of this receiver's memory batteries. He wrote to the manufacturer in Tokyo complaining. Here is the gist of their reply:

> 'The reason that the FRG 8800 is not designed for lithium battery back-up is that the microprocessor is required to operate at very high speed, requiring fairly high current (also used for the clocks and the memories). While it would have been possible to add a separate low-current clock and memory components, it was judged by the designers that, for the majority of users, the additional cost would not be justified. We apologise if this decision proves disagreeable in your operating environment.'

Apart from the battery drain, he is very happy with its performance and does not want to change it.

THE CHANGING WORLD

It seems that GMT is finally, and officially, to disappear in favour of UTC. Well, that's not too bad, but what about the next horror - HECTOPASCALS ?

This new term, says the U.K. Civil Aviation Authority, has been adopted by ICAO (International Civil Aviation Organisation) for world wide use from December 31st, 1985, as the sole approved unit for the measuring and reporting of atmospheric pressure, in place of millibars. At least its a comfort to know that we don't have to do any conversions, since 1013.2 millibars equals 1013.2 hectopascals exactly.

However, the U.K. has notified ICAO that it will continue to use millibars after the due date, and for the forseeable future.

Now some new (to me) abbreviations for Les Mattson's (NJ-187) glossary:

MFSK Multifrequency shift keying = Piccolo
MSK Minimum shift keying
PSK Phase shift keying

HF SHIP/SHORE COMMUNICATIONS

The marine HF bands always seem to be a bit of a jumble, with snatches of CW here and there, interspersed with RTTY signals and with USB voice at each end of the band. So how does it all fit in ?

The following table shows the division of each band into sub-bands and what they are used for:

SHIPS	MHZ BANDS					
	4	6	8	12	16	22
USB duplex *	4063 (26) 4141	6200 (6) 6216	8195 (31) 8288	12330 (32) 12426	16460 (41) 16584	22000 (40) 22121
USB simplex (also coast stations)	4143.6 (1)	6218 (2) 6222	8291 (2) 8295	12429 (3) 12436	16587 (3) 16593	22124 (5) 22137
FAX, data, etc.	4146 (6) 4169	6224 (8) 6255	8297 (12) 8343	12439 (7) 12490	16596 (16) 16659	22139 (9) 22191
RTTY duplex **	4170 (14) 4177	6256 (23) 6267	8344 (27) 8357	12491 (57) 12519	16660 (69) 16694	22192 (67) 22225
RTTY non-paired	4178 (3) 4179	6268 (3) 6269	8358 (1) 8359	12520 (12) 12539	16995 (20) 16719	22226 (2)
CW calling	4180 (18) 4187	6270 (18) 6281	8360 (18) 8374	12540 (18) 12562	16720 (18) 16752	22227 (10) 22249
CW working	4188 (61) 4219	6282 (57) 6324	8375 (116) 8434	12563 (165) 12651	16754 (208) 16858	22250 (120) 22309
COAST STATIONS CW, non-paired RTTY, FAX & data	4220 4349	6325 6493	8435 8704	12652 13070	16859 17196	22310 22560
RTTY duplex **	4350 (14) 4356	6494 (23) 6505	8705 (27) 8718	13071 (57) 13099	17197 (69) 17231	22561 (67) 22594
USB duplex *	4357 (26) 4435	6506 (6) 6522	8719 (31) 8812	13100 (32) 13200	17232 (41) 17358	22596 (40) 22716

TABLE SHOWING FREQUENCY ALLOCATION FOR EACH MARINE BAND

* Paired USB channels ** Paired RTTY channels

1. The number of channels in each sub-band is shown in parentheses.
2. Coast station CW channels are not shown because frequencies are often varied slightly to avoid mutual QRM.
3. Channel spacing varies from 0.5 kHz for RTTY, through 3.1 kHz for USB to 4.0 kHz for FAX, data, etc.
4. For clarity, decimals have been rounded out so that the frequencies shown for each sub-band are not necessarily exact; neither is it possible to show exact guard band limits between each sub-band.
5. Duplex means transmit on one frequency and receive on another.
6. Simplex means transmit and receive on the same frequency.
7. Pairing means that each channel in one sub-band communicates exclusively with a single pre-allocated channel in another sub-band.

For non-mariners, just a word now about the ship CW calling and working channels.

In order to minimise interference, the countries of the world are divided into four groups, with the 18 (4 - 16 MHz) and 10 (22 MHz) available calling channels split up between their vessels.

However, to ensure that all ships will be able to communicate with every country, there are also two 'common' channels in each MHz band that can be used to call coast stations of countries in any group.

These common channels, which are usually the busiest in each band, and their frequencies are:

CHANNEL	4	6	8	12	16	CHANNEL	22
5	4181.8	6272.7	8363.6	12545.4	16727.2	3	22232.0
6	4182.2	6273.3	8364.4	12546.6	16728.8	4	22234.0

Now for a practical example of use of the CW sub-bands. Tune to GKB, Portishead, U.K. on any MHz band. GKB's sole purpose is to answer ships' initial calls. If he sends GKB 2 3 it means that he is watching ship calling channels 2 and 3. After a while he may change to GKB 5 6 or GKB 4, thus always indicating to ships what channel/s he is listening to.

As soon as GKB answers a ship's call, the ship will send QSS... (or 'up...') followed by the last three figures of the ship's working channel frequency that he intends to use. This is acknowledged by GKB who may give the ship a turn number, e.g. QRY2 if there is a ship already sending traffic.

GKB then resumes his listening watch; meanwhile the ship immediately retunes to the GKC (or GKD if so directed) in the same MHz band, waits until it is free, then establishes contact and sends his traffic.

This sounds complicated, but in practice it works very slickly indeed. Two receivers are useful to follow the procedure. Less busy coast stations have, of course, more direct arrangements.

CHANNEL MARKERS

Some prolonged monitoring of the 'clusters' (June '85 issue) has made apparent the following additions, and some transmission schedules. To the list on p. 9 of that issue, therefore, please add:

at +2.5 kHz	letter N
at +3.0 kHz	letter R
at +4.0 kHz	letter L

At the lower frequency end of each cluster, letters S, C, A, P and D are almost continuous during the period 0700 to 2330 UTC, but there are occasional and irregular half-hour gaps.

Letters L, N, O and R and transmitted from H+00 to 30 every even hour
Letters G, U, and Z are transmitted from H+00 to 30 every odd hour

Thus there is normally no transmission of these letters in the second half of any hour, although on a few occasions emission continued - almost as though the operator had overlooked the switch-off time.

The 3564 to 3568 cluster should be re-designated 3563 to 3567 kHz. This cluster and 20991 to 20995 kHz are not very active. 3563 to 3567 is heard in the UK only after 1800 UTC and 20991 to 20995 only during our mornings 0700 to 1100 UTC. All the other clusters are busy day and night.

A new single letter marker - VVV - has been heard weakly on 3561 kHz after 1900 UTC. It has very wide spacing, i.e. it sends EEET. It has been heard to send 5-figure groups.

LETTERS AND NUMBERS

6802	USB	Spanish YL using machine generated English 5-fig. groups (3/2 format) instead of the usual 4-fig. groups 0500 UTC April 6. (HS)
8160	USB	Bulgarian numbers, strong. Bulgarian is quite easy to identify as their figure one is 'ednoh'. In the other Slav languages 'one' is 'odin' or 'jeden'. 1017 UTC May 12.
10900.1	USB	Mossad (Israel) using Int. Phonetic Alphabet. ('Novembair' or 'Novembeer' is the give-away). 0548 UTC May 7. (HS)

OTHERS

6900.5	USB	A/G traffic in EE and Jap. 0817 UTC April 18 (HS)
7325.5	USB	Space shuttle communications re-broadcast nightly during the last mission. This transmission did not have the long delay characteristic of NASA's press service, but was the direct NASA feed to scientists and NASA personnel with technical discussions. (HS)
8148	CW	OVG8 Frederikshavn Naval, Denmark 1122 UTC May 19.
10001	CW	BPM presumed Shanxi Astronomical Labs., PRC. Pulses and female announcement. 1330 UTC May 12.
10002	CW	MWD de GOJ pse QSY 15200. Unid.0920 UTC April 16. (HS)

13008 CW JOR Nagasaki R., Japan, CQ tape. 1400 UTC May 19.
15004.5 CW MWD de GOJ, calls. Unid. 1400 UTC Feb '85.
17007.8 CW KLB Marysville, WA. Jobeat, Panchot & Larson (BP)

HS= Hugh Stegman (CA-LA-472) BP= Bob Parnass (IL-267)

EC3Y

Our old friend has found a couple of additional frequencies, first heard 1515 UTC on April 29 and subsequently confirmed several times:

9161.4 and 13631.8 kHz

He was also transmitting on his usual frequencies of 8158.6 and 13581.8 kHz.

WEST HAVEN, WKM

This new coast station (June '85 Newsletter) has aided three additional HF frequencies:

4244, 8534 and 16978 kHz

The station seems to be popular, ships are often heard in Cottingham calling him in the 12 MHz band.

CORRECTIONS, ADDITIONS AND IDENTIFICATIONS

In the April '85 Newsletter, p.10 under MISCELLANEOUS:

20198.3 LSB c/s is AFE86 Antigua

In the May '85 issue, p.10 under AND OTHERS:

19096.6 is listed as 19096.25 LSB, c/s TTZ9Ø N'Djamena, Chad, to Europe.
19435.7 c/s is 9RE394 Lubumbashi (ex-Elizabethville), Zaire, to Europe.

Also May '85 issue, p. 10 under MARINE BAND, Bob Parnass (IL-267) has requested the inclusion of the coast station operators in his list. These are:

17016.5 KPH } RCA Global Communications
17159.5 WOE }
17026.0 } KFS ITT World Communications
17184.9 }
17021.6 WLO3 } Mobile Marine Radio
17172.2 WLO1 }
17128.5 HPN Canal Radio

The other stations in Bob's list are operated by the government administrations concerned.

In the July '85 issue, under MISCELLANEOUS LOGGINGS:

6519 Russian hysterical stations - I no longer think
13555 this can be aeronautical traffic - could it be railways ?
19967.5 LSB is AFE83 Ascension Is. NASA/USAF to Cape Radio, Patrick AFB, FL. A multi-channel stn.

Well, thats wrappohs for now. Cheers and thanks to all contributors, Geoff

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings! It's another chapter in the "you know what" department. Thought for the month: There's nothing trivial about the cost of trivia games.

The ADT material is from George Chao (IL-115), who will send in any updates on this agency as they become available. Please remember--without you, this newsletter would not be possible.

AMERICAN DISTRICT TELEGRAPH CO.
(ADT SECURITY CO) - CHICAGO
460.950 out/465.950 in

10 - code

10-1 ON SCENE/OUTSIDE
10-2 SEND POLICE IMMEDIATELY
10-3 BUILDING SECURE
10-4 OK, MESSAGE RECEIVED
10-5 OWNER, SUBSCRIBER
10-6 CALL BY TELEPHONE
10-7 BREAK IN OCCURRED
10-8 ADT SUPERVISOR TEST

TERMINOLOGY

ACS -AUTOMATED CENTRAL STATION
C.O. -CENTRAL OFFICE
CERTIED ALARM -A PRIORITY CALL; MUST BE ANSWERED BEFORE A REGULAR BURGLAR ALARM CAN BE ANSWERED; AN INSURANCE COMPANY CALL.
DEUCE NUMBER -(222)-INCIDENT REPORT NUMBER, A 6-DIGIT NUMBER WHICH EVERY RUNNER MUST GIVE AFTER ANSWERING AN ALARM.
FOCUS -NEWLY DEVELOPED OWNER-PROGRAMMABLE ALARM SYSTEM
RUNNER -RESPONDING SECURITY PERSONNEL
SUB LET GO -OWNER/SUBCRIBER WILL NOT RESPOND TO MEET WITH RUNNER AT SCENE OF ALARM.

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Welcome all to the Canada column for August. By the time you read this, I will be living in Regina, so you can start sending your letters to my new address. During the past few weeks I've been on a holiday, driving around Alberta and Saskatchewan, and to add to the confusion, my brother just got married. The result of all this is that my letter correspondance is even further behind, and with moving, the situation will probably not improve. So, please be patient. I will answer all of my letters as soon as possible.

Now on to more important matters. The first item this month is from Greg (OH-150). He is responding to the information I put in my column in April regarding the LCD display on the BC-100 and PRO-30. Greg has a PRO-30, and during the winter he left it in his car for about twenty minutes. He says that he returned to find the display slow, and not clear. Greg does have a suggestion though. He has found that if he leaves the PRO-30 on with the volume all the way down, the problem has not returned. It's a little too warm now to try this method, but next fall and winter it may be worth a try to leave the scanner on when it is cold. Thanks for the tip, Greg.

The next items come from Harry (CAN-074). The first item is a complete list of radio codes for the Edmonton Ambulance Authority. Harry also sent in a list of codes for the Edmonton Police Dept, which I will include in next month's column.

EDMONTON AMBULANCE AUTHORITY

10-1	Your Location
10-2	Station check, Apt. #, etc.
10-3	City Police
10-4	Message Received
10-5	Phone Control/Non-Injury Accident
10-6	Motor Vehicle Accident
10-7	Out of Service
10-8	Clear, Available for Service
10-9	Sitting Patient
10-10	Arrived at Location
10-11	Stretcher Patient
10-12	Non-Emergency Call
10-13	Patient Dead
10-13 H	Homocide
10-14	Convulsion
10-15	Call held for a period of time
10-16	Head Injury
10-17	Back Injury
10-18	Patient Intoxicated
10-19	Emergency Call
10-20	Cardiac Arrest
10-21	Cardiac Patient
10-22	Respiratory Ailment
10-23	Fractures
10-24	Attempted Suicide
10-25	Vehicle Servicing (gas, oil)
10-26	Standing By
10-27	Gynecological Problem
10-28	Maternity
10-29	General Malaise
10-30	Off for Lunch, Coffee at ...
10-31	Female Sexual Assault
10-32	Burns
10-33	Maintain Radio Silence
10-34	Diabetic
10-35	Mental Patient
10-36	Abdominal Pain
10-37	Industrial Accident
10-38	Sports Accident
10-39	C.V.A. (Stroke)
10-40	Air Ambulance
10-41	Cuts/Bleeding
10-44	Tranquilizers
10-45	Voice Patch

Code 0	Slow-Caution, Unusual Conditions
Code 1	Non-Emergency Call
Code 2	Emergency Call, Non-Life Threatening
Code 3	Emergency Call, Life Threatening
Code 4	Weapons Present, USE EXTREME CAUTION!
Code 4a	Gun Present
Code 4b	Knife Present
Code 5	Vehicle Breakdown
Code 100	Require Back up!
10-3 STAT!	SEND CITY POLICE IMMEDIATELY!
RED ALERT:	No Units Available Code 2 and Code 3 on Hold CLEAR UP AS SOON AS POSSIBLE

Harry also passed on some miscellaneous items of interest. Harry has found a new frequency for the Edmonton Fire Dept. It is 412 9625, and it appears to re-broadcast EFD Dispatch/Enroute operations on Channels 1 (413.1125 R) and 2 (413.1625 R). The exact usage for this new frequency has not yet been determined.

The Edmonton Sun has now moved to a new frequency. Previously it shared a business repeater. Now it is on its own frequency of 453.1125 (S). Eaton's Dept. Store Security has been confirmed on 453.7375 (S). Caravan Cabs have moved to 452.4625(R)/457.4625in, and Alberta Co-op Taxi is now licenced on 462.775/467.7875in, but no activity has yet been heard.

A new 422 MHz trunked radio system is now in place in various parts of Alberta and Saskatchewan (mostly near Edmonton, Calgary, and Regina). Some carriers have been heard, but as of yet, no operations. The following frequencies have been tentatively identified to Canadian General Electric:

422.1875 / 426.1875in
422.2875 / 426.2875in
422.3875 / 426.3875in
422.4875 / 426.4875in
422.5875 / 426.5875in
422.9875 / 426.9875in

If I learn any more about this new trunked system, I'll certainly pass it on to you in the column. On a related note, Motorola is now offering to its customers the services of their new 20 channel 800 MHz trunked system. I wrote a short note about this in my March column.

The final item from Harry for this month is a summary of the situation regarding the legality of scanner monitoring in Canada. The printing is a little small, so if for some reason it is not readable, I can supply a copy of the original for a SASE.

CANADIAN MONITORING LAWS

by Harry (CANA-074)

In Canada, the law regarding scanners is still much of a grey area.

Section 3(1)(b) of the Federal Radio Act says no one is permitted to monitor certain radio frequencies without a licence.

If you apply for a licence, the Department of Communications needs a letter of consent from those you intend to monitor. Once approved, the licence costs about $25 per year.

The police have laid charges. The RCMP charged a man who left his scanner on when a policeman pulled him over for speeding. In Provincial Court he was acquitted on a technicality, but upon appeal he was convicted. The judge said:

> "The use of scanners by the public to monitor police calls on their assigned frequencies is unlawful. Scanners are increasingly used by the criminal element in committing robberies or other crimes. I recognize that many people listen to police messages on the police frequencies out of curiousity or interest with no unlawful intent. It is in the interest of proper law enforcement that information passed along these frequencies be kept private and the public must be aware that listening to the communications is in contravention of the Radio Act."

The best advice is to be discreet.

D.O.C. officials have said a programmable scanner that is capable of picking up signals off the public radio band is probably not in violation of the Radio Act. It could be argued that if you can pick up the local radio station, no one could prove that you are listening in on the police unless caught in the act. Is this perhaps why Radio Shack has introduced the PRO-2003 which picks up 10 FM broadcast channels? Who really would want to hear scanner quality music?

The D.O.C. says a crystal radio used without the consent of those monitored are operating outside the law. But the current department policy is that no charges are to be laid unless the scanner is being used in the actual commission of a crime, or if they have a criminal record. In fact, the Act reads that permission to go ahead with charges must come from the Minister of Communications.

Previously charges have been laid under Section 178.17 of the Canadian Criminal Code. Anyone who possesses, sells or purchases a device knowing that it is primarily useful for surreptitious interception of private communications is guilty of a criminal offence and liable to imprisonment for two years.

But recently it has been ruled that a radio tuned to a police band is not a device prohibited by this section where evidence shows that the police are aware that members of the public have receivers capable of intercepting their communications.

Thanks for all of your material, Harry. You've been a big help, as always.

The next letter is from our anonymous source in B.C. Our friend says that the "Big 5" RCMP detachments, namely Surrey, Richmond, Coquitlam, North Vancouver, and Burnaby, are testing M.R.D.S. units. M.R.D.S. is the Mobile Radio Data System, a system of Mobile Data Terminals (MDTs, or in-car computers) in operation by the Vancouver Police Dept. Currently CPIC/NCIC returns, drivers licence info, etc. are being transmitted over MRDS. The main computer is still being run by Vancouver PD, but as more RCMP units begin using MRDS, this may change. Rumour has it that an expansion of the MRDS is in the works, with the possible addition of computer aided dispatch.

Also included in the letter were some additional identifiers for BC Emergency Health Services. Frequency 149.110 (F4) is used for dispatch in Zone 3 (Fraser Valley and Sunshine Coast). The first number in the unit identifier is the Zone number (3), while the second numbers are the city or area:

02 Abbotsford/Matsqui
03 Agassiz
06 Chilliwack
14 Hope
18 Mission
19 Pemberton
33 Horseshoe Bay

The last number in the identifier is the car number. Thanks for the letter, mystery member.

The next letter comes from Michel (CANA-017). He sent in a lot of interesting stuff in his letter. First, the transit buses in Quebec City (the CTCUQ) are buying 600 new radios for their buses. Michel thinks that the 410-420 MHz band will be used.

Michel has also found some 422 MHz frequencies for Mt Belair:

CHC 451	422.2375	422.4625
	422.2625	422.5375
	422.3375	422.5625
	422.3625	422.6375
	422.4375	422.6625

Michel does not know what these frequencies will be used for, but my guess is that it is for some sort of trunked system, similiar to the 422 MHz system in Edmonton that I discussed earlier in the column. Let us know what you hear on those frequencies, Michel.

There are now some 800 MHz systems in use in Quebec City. The following four frequencies are part of a trunked system:

813.2125 / 858.2125
813.7125 / 858.7125
813.9625 / 858.9625
814.2125 / 859.2125

Unfortunately the company names are in French, and my French is not very good. So, if there are any Francophones out there:

Marcoux Claude Ltee Funerarium
Terrassement Portuguais
Remorque Paul Larouche

Those three names would be some of the users of the system. There may be others. Also, the following four frequencies are part of another trunked system:

813.4875 / 858.4875
813.7375 / 858.7375
813.9875 / 858.9875
814.2375 / 859.2375

Michel also sent in a list of frequencies active during President Reagan's visit to Quebec City.

Quebec City Police	Command Post		155.580
	Operations		155.790
			155.850
Public Relations Co-ordination	Co-ordination Post	1	421.025
	" "	2	421.2875
	CBC	3	426.0125
	CBC	4	422.8625

(the CBC is the Canadian Broadcasting Corp -rb)

Ancienne-Lorette Police Dept 151.145

National Parks Police (Quebec City)		173.310
Ste. Foy Police Dept		412.9125
Quebec City Fire Dept		154.250
St Foy Airport	Maintenance	460.200
	Airport Fire Dept	461.075
Central Ambulance Co-ordination (Dispatch)		461.100
News Media CFCM Television (Ch 4)		451.375
CHRC Radio		153.230
Quebec Journal		166.200
CFLS Radio		153.290
CJRP Radio		152.930
		153.350
		164.580
CBC Radio		149.620
		152.870
CBC Television		166.250
		166.890
		170.150

Thanks very much Michel for all of this interesting information. With that, I'll close this column. Now I have to start packing for my move, and take down my antennas (boo-hoo). Best wishes to you all.

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello and welcome to the Computer Corner. I just spent a few hours going back over the responses to the survey that I ran when I first started this column. There is some very interesting information contained in the survey on the computer users, and it does me good to review the data now and then. Here is an interesting piece of data, 52.8% of the readers that responded had a modem, either 300 or 1200 baud.

Here is another interesting piece of information. In the two months since I first printed the information about the BBS there have been three RCMA members check in and leave or read messages. That is a pretty sad showing.

I think that the most disappointing part is that many of you wrote in that you supported the idea of a BBS for the members. But even the ones of you that said you support the BBS have not used this resource that is available.

The three that have checked in are not coming back very often anymore, because there is not any electronic mail from the RCMA in the BBS to read.

So with that, for the last time the phone number for Connection 80 of Boca Raton is 305 997 6830. You won't hear anymore about it here. You don't have to poke me with a fork, I'm DONE!

How we make out with the sort? Did you add it to your own program? Let me hear from you!

Here is a program from Paul McCowan - IN 018. Paul has written a frequency sort for his TRS-80 Color Computer, even though he has two IBM (Itty Bitty Machine Company) mainframe computer at work, with what he describes as "unlimited" storage. That's technology!

Paul's program will handle 100 frequencies, and saves the data to a tape file. It allows the user to sort by either the frequency, the city, or the channel usage. And here it is!

```
10  CLS:CLEAR 1000:DIM T$(100),A$(100),S$(100),M$(100),Z(100)
20  PRINT "POSITION TAPE -- PRESS PLAY AND RECORD."
30  INPUT "PRESS (ENTER) WHEN READY";R$
40  REM
50  REM **** OUTPUT TO TAPE ****
60  OPEN "O",#-1,"FREQUENCY"
70  CLS:PRINT "INPUT YOUR FREQUENCY -- TYPE (XX) WHEN FINISHED"
80  INPUT "FREQ.";T$
90  IF T$="XX" THEN 140
100 INPUT "CITY";A$
110 INPUT "USAGE";S$
120 PRINT #-1,T$,A$,S$
130 GOTO 70
140 CLOSE #-1
150 CLS:PRINT "REWIND RECORDER AND PRESS PLAY"
160 INPUT "PRESS (ENTER) WHEN READY";R$
170 REM
180 REM **** INPUT FROM TAPE ****
190 B=1
200 OPEN "I",#-1,"FREQUENCY"
210 IF EOF(-1) THEN 250
220 INPUT #-1,T$(B),A$(B),S$(B)
230 B=B+1
240 GOTO 210
250 CLOSE #-1
260 PRINT
270 INPUT "SORT BY (1)FREQ (2)CITY (3)USAGE";A
280 PRINT "TYPE 999 TO EXIT"
290 IF A=999 THEN 10
300 IF A)3 THEN 270
310 IF A(1 THEN 270
320 ON A GOSUB 430,470,510
340 PRINT
350 FOR X=1 TO B-1
360 PRINT "FREQ.    :"T$(Z(X))
370 PRINT "CITY     :"A$(Z(X))
380 PRINT "USAGE    :"S$(Z(X))
390 NEXT X
400 PRINT:GOTO 270
410 REM
420 REM *****BUILD M$ ARRAY *****
430 FOR X=1 TO B-1
440 M$(X)=T$(X)
450 NEXT X
460 RETURN
470 FOR X=1 TO B-1
480 M$(X)=A$(X)
490 NEXT X
500 RETURN
510 FOR X=1 TO B-1
520 M$(X)=S$(X)
530 NEXT X
540 RETURN
550 REM
560 REM ***** SORT ROUTINE *****
570 T=1
580 X=0
590 X=X+1
600 IF X)B-1 THEN RETURN
610 IF M$(X)="ZZ" THEN 590
620 FOR Y=1 TO B-1
```

```
630 IF M$(Y)(M$(X) THEN X=Y
640 Z(T)=X
650 NEXT Y
660 T=T+1
670 M$(X)="ZZ"
680 GOTO 580
```

This program can be used stand alone, to sort and print frequencies, or can be modified to drive the line printer. Another idea would be to add it to an existing program to provide a sort and print capability. Thanks for the input Paul.

That about does it for another month. I am off to the Paris Air Show. I have been elected to do some time in our display booth there. Not bad duty for a change! Till next month.

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742

WANTED: Frequency for "DeSoto Cab Company" in San Franscisco California out of Geary Street. Also frequencies for other Independent Cab companies in San Francisco.
DONALD FORD ELLICOTT (CA/SM-032) 220 Santa Inez Avenue, San Bruno, CA 94066 (4/9/85)

HELP NEEDED: This member needs an owner's manual and/or a schematic diagram for a Realistic Weatheradio model # 12-161. Unit was purchased "as-is" and is no longer available.
PHIL KOZLOWSKI (MI-130) 31325 Louise Dr., Warren, MI 48093 (4/29/85)

INFO WANTED: I am planning a September vacation and need Public Service frequencies for the following areas. Eau Claire/Chippewa Falls, WI; Thunder Bay, Ont.; Sault Ste. Marie, Ont/MI; Barrie, Ont.; Toronto, Ont.; and Windsor, Ont.
ALLEN P. ABEL (IL-264) 206 East Adams Apt. S-6, Morton, IL 61550 (5/1/85)

CONTACT PLEASE: Would the following members please contact me by mail? Gary Gonzales (CA/OR-287), Dave Stetson (CA/OR-286), Dan Ramos (CA/OR-275), Richard Bush (CA/OR-267), Joel Lichtenwalner (CA/OR-265).
VERONICA SCOTTI (CA/OR-284) 9411 Chapman Ave. # 303, Garden Grove, CA 92641 (5/1/85)

INFO WANTED: I am interested in corresponding with any members who are actively monitoring a digital system such as the Hi band system in Los Angeles. I have been unable to come up with technical details on any of these systems. I am seeking info such as the following: a) Data rates - my RTTY software decodes ASCII at 110 or 300 baud, b) Mark and Space tones (AFSK freq's), c) Type of digital code used (RTTY, ITA#2, FECTOR, etc.) d) Use of coding, multiplexing, Forward error correcting, scrambling, etc., e) Message formats, protocols, etc., f) Software available with capability to decode data at the proper rates.
ALLEN COLE N4JRI (VA-087) P.O. Box 11282, Richmond, VA 23230-1282 (5/1/85)

INFO WANTED: This members desires frequencies (police, fire, and other interesting users) for the northern areas of Indiana. Also interested in Chicago and Lansing area frequencies as well as general information.
JIM BATES (IN-089) P.O. Box 1891, Highland, IN 46322 (5/6/85)

WANTED: This member desires the frequencies for Dutchess County & Columbia County airports.
KEVIN BATHRICK (NY-314) P.O. Box 38, Amenia, NY 12501 (5/6/85)

INFO WANTED: This member seeks information on his Bearcat 250 and Realistic PRO-30. He would like tips on how to make these scanners perform better. He also needs help with his Bearcat 250 as it emits a bad hum when receiving a UHF signal.
DOUG DEARDS (TX-155) 3609 Brentwood , Odessa, TX 79762 (5/10/85)

INFO WANTED: New member seeks frequency information for the Peoria Illinois area. Will trade info with anyone on police, fire, business, railroad, etc.
ROGER D. KUJAWA (IL-???) 1612 West Columbia Terr., Peoria, IL 61606

CONTACT WANTED: New member seeks to swap info on Fire Departments and Ambulances everywhere. Info desired are radio tapes, rosters, frequencies, descriptions of operations, etc.
PETER SZERLAG (MA-152) 24 Albermarie St., Arlington, MA 02174

INFO WANTED: "Do you have a major or minor airport tower nearby?" I'd very much like to build up a collection of airport tower transmissions. If you would make up a C60 cassette tape of your airport (Canada, U.S., or other countries) listing frequency and date recorded, I'll gladly swap a tape of Vancouver International Airport with London Heathrow on the flip side.
COLIN GASKIN (CANA-096) 45365 Westview Ave., Chilliwack, B.C., Canada V2P 1L8 (5/10/85)

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has amended its rules to permit the use of Amplitude Compandored Sideband (ACSB) and other narrowband emissions in most of the land mobile services in the VHF-high band. This amendment allocates channels offset 2.5 and 7.5 kHz from the regularly assignable (15 kHz-spaced) channels in the 150.8 to 161.57 mHz band. Use will have to be coordinated among adjacent-channel licensees and geographic separation will be required. Such coordination will be done by the frequency coordinators in each service on a case-by-case basis - the Commission is not establishing any strict adjacent-channel mileage separation. A ten mile separation is presently required between FM users on adjacent, 15 kHz- spaced channels. With ACSB this could be significantly less, though. Since there are no recognized coordinators for the Special Emergency, Motion Picture and Relay Press Radio services, ACSB use will continue to be authorized on a developemental basis only, until a coordinator is selected. The same applies to the VHF Business Radio Service channels, which presently do not require coordination.
A number of user groups had urged the Commission to adopt a 7.5 kHz spacing for narrowband channels, falling on and halfway between existing FM channels. They pointed out that with 5 kHz spacing, 2.5 kHz offset from existing channels, many more channels are available but most cannot be used in high-density, urban areas with many existing FM users. With 7.5 kHz spacing a greater number of channels could be put to immediate use, with a reduced potential for adjacent channel interference. Also, narrowband techniques other than ACSB could be used and the capacity of digital communications could also be increased. The Commission said flat out, though, that this amendment is not intended to provide any great relief from channel congestion overnight. It's purpose is to stimulate the development of spectrum efficient technologies and , in the long term, provide

the needed relief. Thus, while allocating 5 kHz-spaced channels might not provide as great a number of channels that could be immediately available, in the long run it obviously does indeed make more channels available. By offsetting the channels 2.5 kHz there is a greater incentive for a user to switch to ACSB, since he can probably obtain two channels offset either side from his existing channel. These would be 12.5 kHz spaced from an adjacent channel, instead of only 7.5 or 10 kHz. (Also, the 2.5 kHz offset would be required to prevent mobile units receivers from locking on to a strong conventional FM carrier on the same frequency.) Although the use of MDT's and the like has increased greatly in the last few years, data rates of up to 1500 bits per second are still possible with ACSB and the Commission considers this adequate. In any case, if a user desires a wider bandwidth for this or any other reason, there is nothing to stop him from applying for a conventional FM channel.

Since most ACSB systems use repeater operation, the Commission had proposed allocating nine additional frequencies for repeater inputs in the Business Radio Service. Repeater use is not now permitted in this service because only a handful of channels are available in the VHF bands. These nine channels would have been at the edge of certain 152 and 157 mHz groups of channels that are allocated to other services, adjacent to various paging channels. Since pagers being used nowdays are small and of relatively low cost, they do not exhibit the same selectivity as land mobile receivers. Because of the concern for interference, the Commission therefore declined to allocate these additional channels. They did allocate three new channels, though (154.5025, 154.5275 and 154.5525 mHz), for low power use (25 watts PEP) which, again, may only be used on a developmental basis until a method of coordination is determined in this service. These three channels are between existing Business Radio Service channels.

The Commission has released a Final Order relaxing the rules regarding interconnection (autopatch) in the Private Land Mobile services. Previously, strict time limits had applied, and interconnection was prohibited in the 25 largest urban areas in the Business, Auto Emergency, Taxicab, Special Emergency and Special Industrial Radio services. In 1982 the Commission relaxed its rules in the 851 - 866 mHz band, including allowing interconnection at a common point, such as a repeater, as long as this was done on a non-profit, cost-sharing basis. (Before this, interconnection had to be done at each licensees control (or base) station.) Now the FCC has adopted similar rules for licensees in the VHF and UHF bands, including common point connection with the telephone network. In the five previously mentioned services, autopatch will now be permitted, but only with the concurrence of all licensees on the same channel within 75 miles of the same city and/or transmitter site. If consent cannot be obtained, a user desiring autopatch may request that the Commission assign them a different frequency. Users may also agree among themselves whether to impose time limits on autopatch calls or to require monitoring equipment at base stations (to prevent transmissions when the channel is in use). Some commenters had favored retaining the mandatory time limits, expressing concern over the increased channel congestion interconnection causes. Autopatch generally requires much greater air time than regular two-way dispatch communications and frequencies in the VHF and UHF bands are shared to a greater degree than at 851 mHz.

The FCC has added TV channels 15 and 16 (476 through 488 mHz) to the spectrum available off the Gulf Coast in the Offshore Radio Service. Also, 12.5 kHz offsets will now be permitted on a non-interference basis between the existing channels in the 488.025 - 493.975 mHz band (TV ch. 17). As is the case with channel 17, four mHz will be available in each channel for Common Carriers and two mHz each for Private systems under Part 90. In the Louisiana - Texas area (from 87° 45' to 95° longitude, overlapping the existing area for ch. 17) the channels from 485.025 through 486.975 will now be available for common carrier systems. The offshore subscriber channels are 3 mHz lower. The channels from 484.025 through 484.975 (and 487.025 - 487.975) are available for Private systems. In the south Texas area (west of 94°), channels from 476.025 through

477.975 (paired with 479.025 - 480.975) are available to Common Carriers and the channels from 478.025 - 478.975 (paired with 481.025 - 481.975) are avaiable for Private systems. East of 92°, 12.5 kHz offset frequencies may be used, between the existing channels in the 488 - 494 mHz band. The frequency 488.95 is used as an autoalarm and emergency voice channel and the channels adjacent to it are not used, so neither will the offset channels. Expansion of this service was necessary to relieve congestion on existing channels and to allow coverage into parts of the Gulf of Mexico where new areas are being explored and developed by mineral and petrochemical concerns under the Department of Interiors leasing programs.

The Commission has released a Second Report and Order regarding a spectrum utilization policy for use of certain frequencies between 947 mHz and 40 gHz. The First Report in this docket dealt mainly with the accomodation in other bands of those Fixed service licensees that might have to relocate when the 12 gHz band begins being used for the Direct Broadcast Satellite Service. This Second Order deals with the reallocation of the 31.0 to 31.3 gHz band. This band had previously been allocated for Fixed (point-to-point) use in the Domestic Public and the Private Operational Fixed services and has been unused. The band is now also available in the Broadcast Auxiliary, the Cable TV Relay and the Part 95 General Mobile Radio services. Both fixed and mobile use is now allowed and all use is on a co-equal, non-protected basis. Since the band is so high in frequency and the maximum power permitted is only 50 milliwatts, this sharing should not be much of a problem (since the range will be quite short). Usages envisioned are temporary links by common carriers during outages, cordless cameras for broadcast ENG use or remote video security systems. Use for point-to-point links by individuals is even permitted, since any person is eligible under Part 95. Bandwidths of up to 50 mHz are permitted and the frequency tolerance is only .03%, so equipment cost shouln't be that high.

The FCC has amended Part 97 to allocate the 10.1 to 10.15 and 24.89 to 24.99 mHz bands to the Amateur Radio Service. A 200 watt power limit, using CW, was imposed in the 30 meter (10 mHz) band, since it continues to be shared with Fixed stations until 1989. In the 12 meter band, the segment from 24.89 through 24.93 may only be used for CW and the 24.93 - 24.99 mHz segment may be used for most types of emission. Both of these bands were alloted for Amateur use at the 1979 World Administrative Radio Conference (WARC-79). A decision on reallocating the 902 - 928 mHz band will be defered. Also, action will be taken at a later date as whether to remove the 420 - 430 mHz segment from the Amateur service along the Canadian border, since Canada is expanding its use of the 406 to 420 mHz band for land mobile use.

The FCC has issued a Further Notice of Proposed Rulemaking regarding the allocation of an additional 6 mHz TV channel in the 470 - 512 mHz band for public safety use in Los Angeles. Based on studies done by the L.A. County Sheriff, use of TV channel 19 (the channel originally proposed) would result in higher than anticipated interference to TV reception of channel 18 in San Bernadino, particularly use of the lower 3 mHz of the band. Being as there is the existing station on ch. 18 and another proposed on ch. 16 in Ventura, the Commission is suggesting the lower half of TV channel 15 and the upper half of channel 19. Both of these 3 mHz segments are adjacent to the T-band channels presently allocated in L.A., channel 14 (470-476 mHz) and channel 20 (506 - 512 mHz) and in theory should have the least potential for interference to TV reception.

The Commission is proposing to amend Part 15 to allow the use of low power unlicensed devices in the H.F. band from 1.6 to 10 mHz. The proposal is in response to a petition from a manufacturer of sensor equipment used as shoplifting detectors. Such devices presently operate at 2.0, 4.5 and 8.2 mHz using a very low power frequency swept signal that detects a resonant wafer attached to merchandise. This amendment would allow such devices to use any frequency between 1.6 and 10 mHz. The Commission is also proposing to allow use of other low power devices in this band as well, possibly using single frequencies (as opposed to a swept signal). These uses would include intrusion detectors, telemetry transmission, voice communications devices, etc.

Finally, the FCC has released a proposal to allocate channels in the 420 - 430 mHz band for land mobile use in Buffalo, NY, Cleveland, Oh. and Detroit, Michigan. The 420 to 450 mHz band is allocated to the Radiolocation service and, on a secondary basis, to the Amateur Radio Service. The 420 - 430 mHz segment of this band was reallocated at WARC-79 for primary use in the Land Mobile services in this hemisphere. The U.S. continues to allocate the band for Radiolocation use but Canada intends to use these frequencies for Land Mobile and Fixed use. An agreement with Canada allows continued, shared use of this band between the two countries. Since land mobile use is now permitted, the Commission is proposing to allow such use in these three cities. The Radiolocation service will continue to be the primary service elsewhere in the U.S. Cleveland and Detroit both were allocated channels in T-band (470 - 512 mHz) but are unable to use them due to TV broadcast use in Canada. All three cities also have few channels at 851 mHz, due to sharing arrangements with Canada.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hi! This month's column was edited from material submitted by Fred Richter (NM-005) with a little supplementary data from government publications. All maps were supplied by Fred. He put a lot of effort into the material he submitted, we both hope you enjoy it.

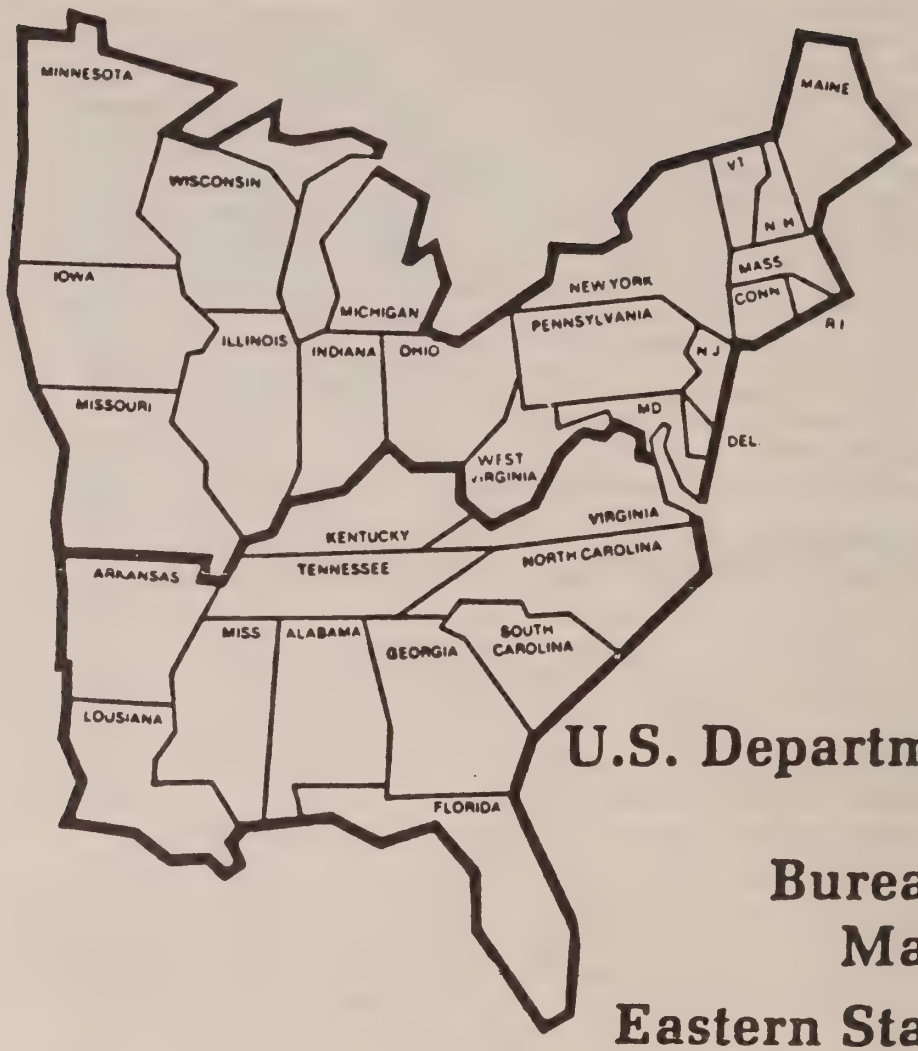
BUREAU OF LAND MANAGEMENT

The Bureau of Land Management (BLM) became a bureau within the Department of the Interior in 1946 by the consolidation of the General Land Office and the Grazing Service. It is probably the least known land managing agency of the U.S. Government. This is in spite of the fact that BLM has three hundred forty-one million acres of public land under their jurisdiction, making it the nation's largest land manager.

BLM lands are largely the lower and drier lands in the Far West which were left following over one hundred years of withdrawing National Parks, National Forests, National Wildlife Refuges and Military Reservations from the public domain. Public domain was also granted to states and railroads as well as to individuals in homesteads and desert land act entries.

Until the passage of the Federal Land Policy and Management Act of 1976 (FLPMA), the BLM managed the land under their jurisdiction with a custodial objective, holding them for eventual disposal. FLPMA changed all that, establishing a policy of retaining these lands which are to be managed under the principle of multiple use similar to that of the U.S. Forest Service. Land resources to be managed include: timber, minerals, oil and gas, grazing, recreation, wildlife and watershed values. Sawtimber is harvested, cattle are grazed, campgrounds constructed and maintained, all under BLM supervision. Providing protection (including fire suppression) of the widespread and remote lands create challenging problems.

The BLM is headquartered in Washington, DC, with a Director who reports directly to the Secretary of the Interior. Twelve State Directors report directly to the BLM Director. Eleven of these state



U.S. Department of the Interior
Bureau of Land Management
Eastern States Office

offices are located West of the Mississippi. Some cover more than one state, depending on the amount of public land in each individual state. States are divided into fifty-five districts, each with a District Manager. Typical states contain three to five districts. These are further subdivided into Resource Areas, of which there are one hundred and fifty-two, each having a Resource Area Manager in charge. An Eastern States Office in Alexandria, VA, administers the small and well scattered fifty-six thousand acres of public land in the Eastern United States. Depending on the distance involved, configuration of the District, etc., Resource Area offices are located either in the same building or the same town as the District Office, or some distance away. A Service Center in Denver, CO, and a Fire Center in Boise, ID, have bureauwide support responsibilities.

The BLM has a fire suppression force similar to the Forest Service, with engines, hand crews, helicopters, fire stations, air tankers, radio communications equipment and overhead command teams. Qualifications for fire personnel are governed under National Interagency Fire Qualification Standards and BLM personnel frequency work on large fires alongside crews from states as well as the Forest Service. The BLM is working with the nationwide adaptation of the Incident Command System (developed in Southern California to combat large wildland fires), the National Interagency Incident Management System (NIIMS), which hopes to have all other federal land managing agencies included by 1986.

The radio communications systems consist of a national cache of portables and portable repeaters for large fires as well as frequencies for each district. This cache is called the National Radio Support Cache and is used for command, tactical and logistics on large scale wildland fires or other incidents which the BLM has responsibility for. Command and Tactical utilize the following:

Channel	Transmit	Receive
1	166.725	167.250
2	166.775	166.775
3	168.250	168.250
4	168.400	168.400
5	166.6125	168.400
6	167.100	167.100
7	169.750	167.100
8	168.550	168.550

Logistics utilize the following:

Channel	Transmit	Receive
1	417.300	411.750
2	417.350	411.925
3	417.500?	412.150?
4	417.800?	412.200?

The information on the VHF system was taken directly from a plate on a handie-talkie used at a training session at the Boise Interagency Fire Center (BIFC) in March, 1985. The UHF was extrapolated using a training package used at BIFC and other publications. One available publication ("Government Radio Systems" by Kelty) shows this UHF system being used for Command, but the BIFC training materials show it being used for fire camp nets and other Logistics functions. The first two channel pairs were in a package showing various forms filled out for a mock fire situation. It is suspected that the transmit and receive columns may actually have been reversed (as typically the higher frequency of a pair in the 406-420 mHz band is used for the receive mode).

I (Richter) was always under the impression that the BLM used the Interagency National Emergency Fire Cache as it is used by the Forest Service and published in several sources. Last Summer on a big BLM fire south of Reno, NV, I was unable to monitor any communications. This leads me to believe the reported use was not true and I kept my eyes open for another system. I obtained the information at the above mentioned training session at BIFC in March, 1985. I believe the information shown on the above VHF system never to have been published anywhere before, providing another RCMA "first".

Other national frequencies include:
168.550 BLM's Air Dispatch (similar to Forest Service's 168.6250)
167.950 Air/Ground comms. (similar to Forest Service's 170.000)

Day-to-day communications are handled on individual district frequencies. Depending on local geography (and workloads within the area a state office covers) districts may share frequencies in some combination or have their own separate ones. Normally each district has a dispatcher to cover the entire district, but circumstances and geography may dictate the resource area also have a dispatcher. These dispatchers are often located within an interagency dispatch center shares by Forest Service, BLM, and the respective state dispatchers. This is the situation at Bishop, CA ("Inyo"), Susanville, CA, Salt Lake City, UT, and Reno, NV.

The dispatcher's call identification is the city of the district office or resource area. The radio license call is always a "400" number using the Department of the Interior's number system:

200 Misc.	500 Indian Affairs	800 Reclamation
300 Misc.	600 Fish & Wildlife	900 former Bonneville Power
400 BLM	700 Park Service	

Example: KMC416 BLM, Bishop, CA
KMC719 Yosemite National Park
KKF402 BLM, Socorro, NM
KMC735 Sequoia - King's Canyon Nat'l Parks

BLM radio call numbers use a three digit (State Office personnel) and

four digit (District or Resource Area personnel) format. Commonly, this radio call number is also used in the "in reference to" heading of all correspondence on official BLM letterhead. The radio call number follows the file reference number, e.g. 1305a,3505 would indicate file code 1305a and radio call number 3505 would be the person writing the letter.

In the four digit District personnel call number system, the first digit indicates the district within a particular state office, e.g. California District "1" is Bakersfield, and "6" is the California Desert District. The second digit indicates the Branch or Resource Area within the District, e.g. "0" is District Manager and immediate staff, "1" is Administration, "2" operations (fire, etc.), "3" resources, "4" thru "9" are individual Resource Areas. The third digit indicates the function, e.g. "1" is Lands, "2" Visitor Information Service, "3" Wildlife, "4" Recreation, "5" Range, "6" Minerals and "7" Archeology. The fourth digit is that persons rank within the function.

Examples: 1300 District Chief of Resources
1351 District Asst. Range Conservationist in Resource Branch
1760 Resource Area Seven Geologist
1700 Resource Area Manager for Resource Area Seven
6000 District Six, District Six

This information is based on California and Nevada current usage. Other states may employ different systems. I'm currently unsure of how the three digit State Office system works. Some states use a functional name in the radio call, i.e. "Engine 132", "Patrol 156", etc. And some use the four digit system to identify fire apparatus.

In addition to district frequencies, most state offices have a frequency labeled "scene of action" that is shared by all districts within the area of its jurisdiction. This is a type of fireground, project, or portable-to-portable frequency that in some states has portable repeater provisions. This is for fires not large enough to need the National Cache equipment. Information on this frequency for every state is not currently available.

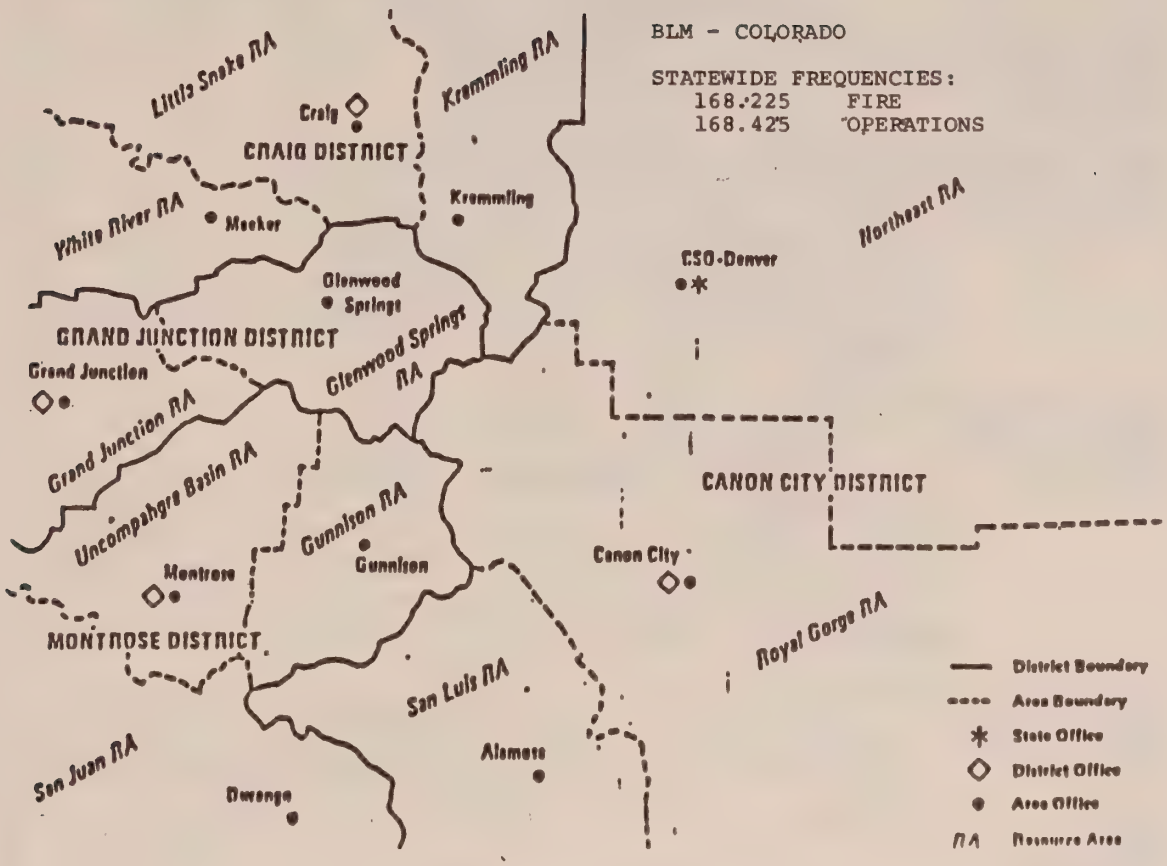
Previous NEWSLETTER's have contained radio information for BLM in California and Nevada. Current data is for Alaska, Arizona, Colorado, New Mexico, Utah, Montana, Wyoming, Washington, Idaho and Oregon. Some maps show both District as well as Resource Area boundaries. All are official BLM maps. The frequency information comes from a BIFC publication which covers wildland fire frequencies for the U.S.

The Midwestern states are attached to Western BLM offices because they lack in BLM administered land. Radio use in these states, if any, is probably on the frequency of the district immediately to the West.

As is shown on the maps, North and South Dakota are attached to the Montana State Office. Not shown are Oklahoma and Texas, both administered by New Mexico; and Kansas and Nebraska, administered by Wyoming.

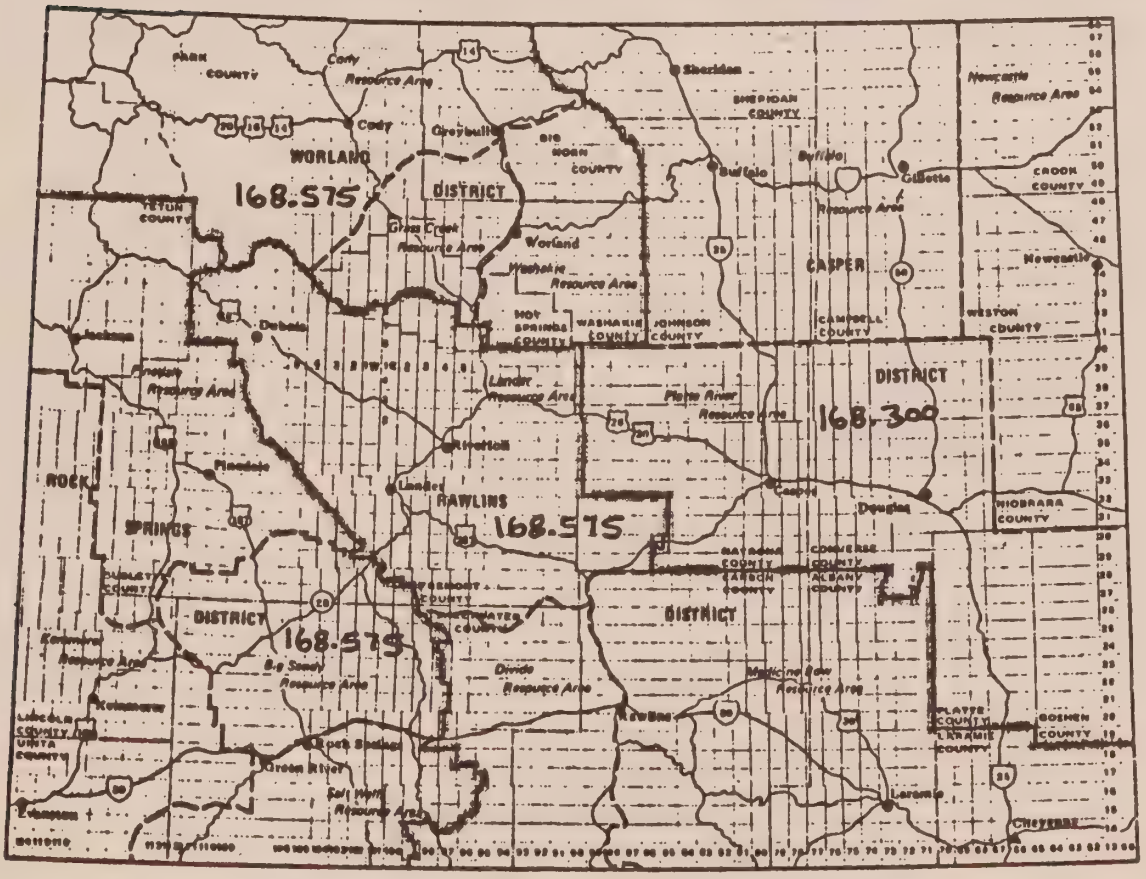
All states east of a line running North and South from Minnesota to Louisiana are administered by the Eastern States Office, which advises due to widely scattered BLM lands, radios are not used.

If you are interested in learning where the BLM lands are located in your state, you can contact the appropriate State Office and obtain the Federal Lands Responsibility Map for that state. This shows National Forests, National Parks, BLM, State, Indian Reservations, Wildlife Refuges, and Military Reservations in the entire state. BLM District boundaries are shown, and sometimes also Resource Areas. The map is available in a 1:1,000,000 scale (desktop size) or 1:500,000 (wall size) format. If you'd like your state office's address, send a SASE with your request to the editor.



WYOMING

EXISTING DISTRICT AND RESOURCE AREA BOUNDARIES



STATE OF ARIZONA

Arizona Strip District Office
196 E. Tabernacle, P.O. Box 250
St. George, UT 84770
(801) 673-3545

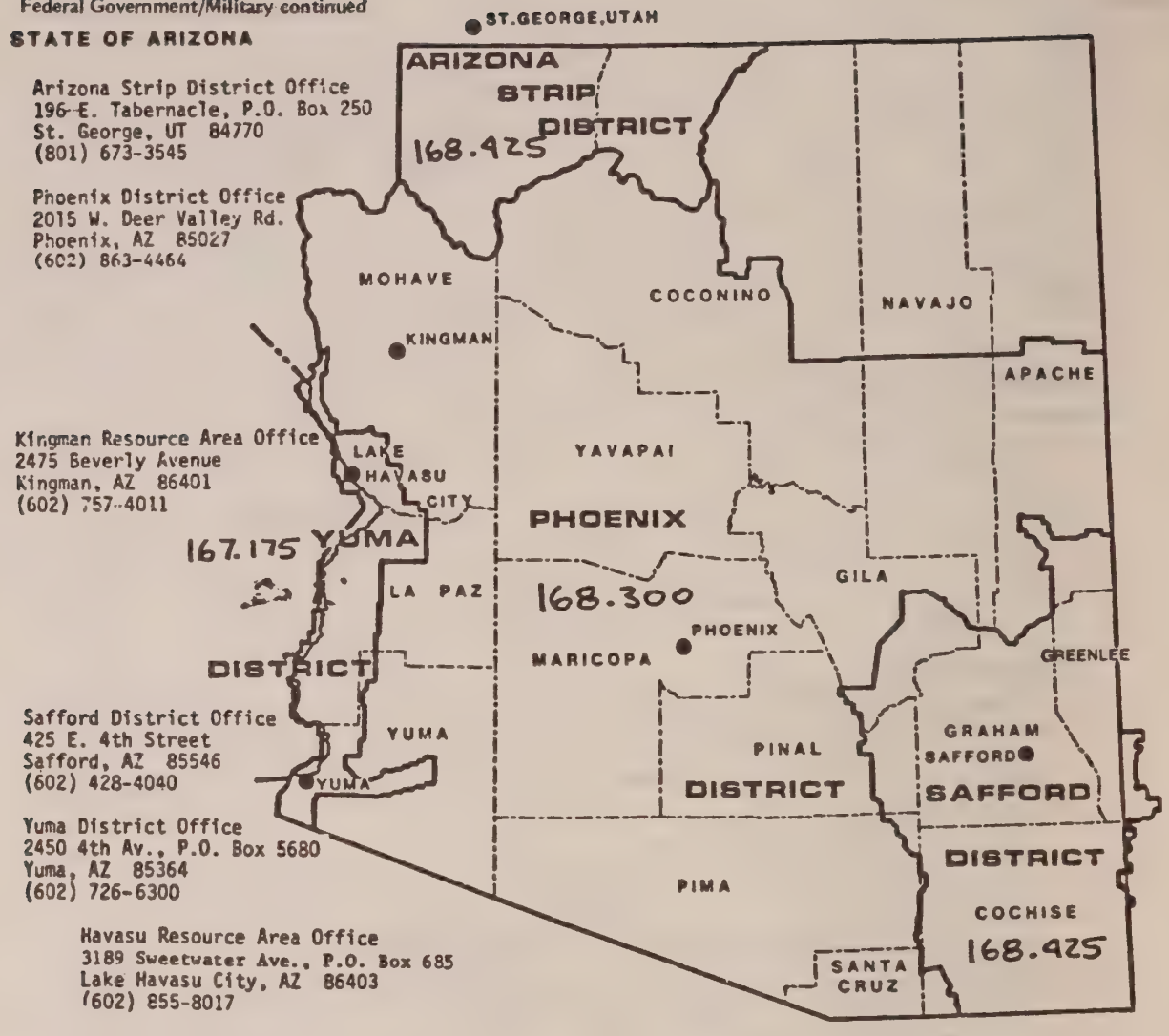
Phoenix District Office
2015 W. Deer Valley Rd.
Phoenix, AZ 85027
(602) 863-4464

Kingman Resource Area Office
2475 Beverly Avenue
Kingman, AZ 86401
(602) 757-4011

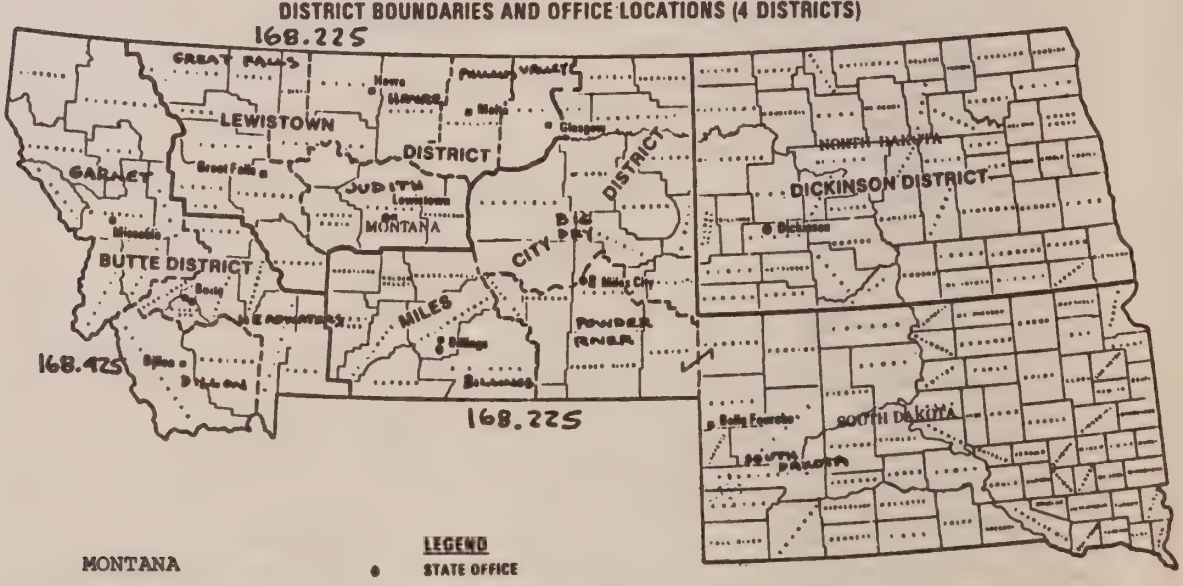
Safford District Office
425 E. 4th Street
Safford, AZ 85546
(602) 428-4040

Yuma District Office
2450 4th Av., P.O. Box 5680
Yuma, AZ 85364
(602) 726-6300

Havasu Resource Area Office
3189 Sweetwater Ave., P.O. Box 685
Lake Havasu City, AZ 86403
(602) 855-8017



DISTRICT BOUNDARIES AND OFFICE LOCATIONS (4 DISTRICTS)

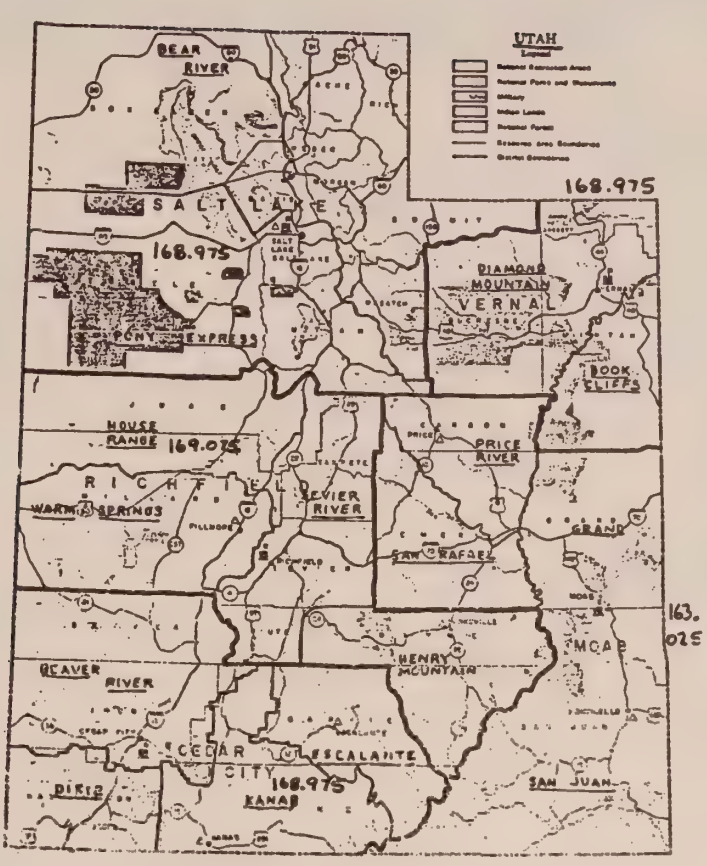


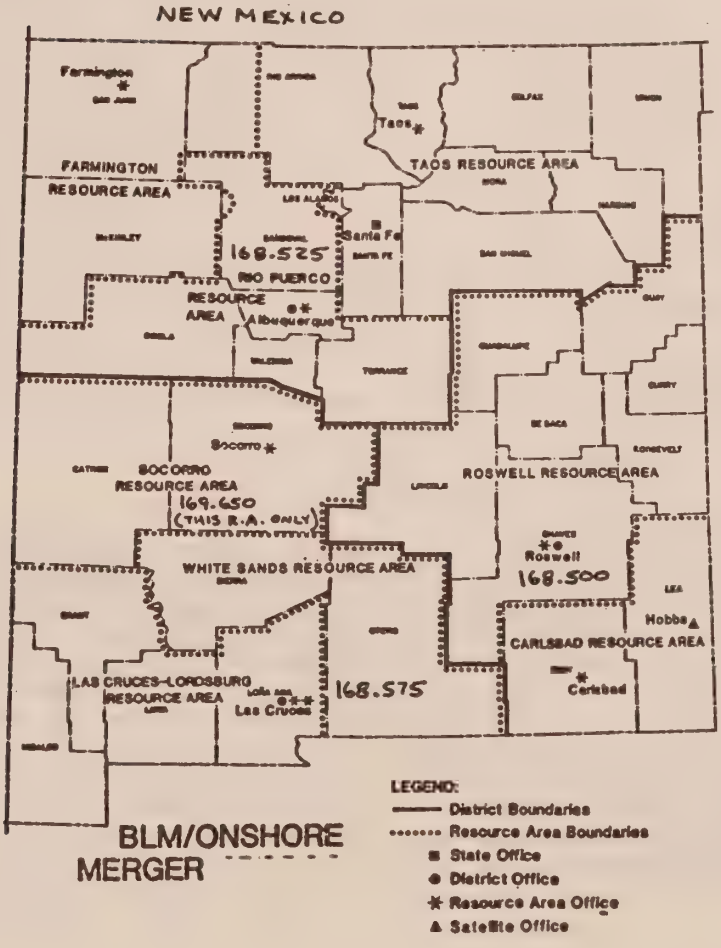
MONTANA

LEGEND

- STATE OFFICE
- DISTRICT OFFICE
- RESOURCE AREA OFFICE
- DISTRICT BOUNDARY
- RESOURCE AREA BOUNDARY
- BIG DRY RESOURCE AREA

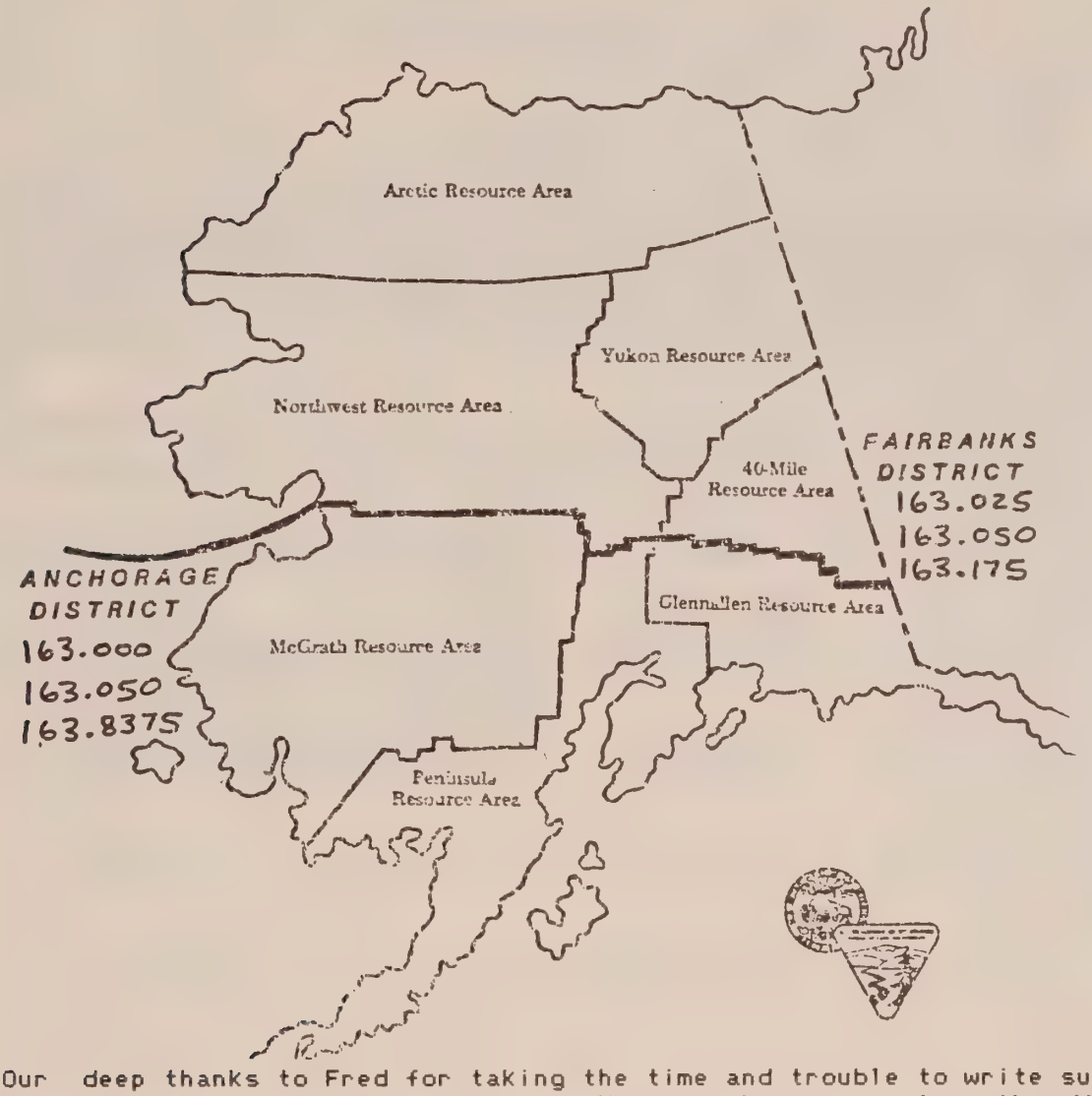
January 1984


UTAH
BEAR RIVER
SALT LAKE
168.975
168.975
DIAMOND MOUNTAIN
VERNAL
PONY EXPRESS
BOOK CLIFFS
HOUSE RANGE
169.075
PRICE RIVER
RICHFIELD
DIXIE
WARM SPRINGS
FILLMORE
BEAVER RIVER
CEDAR CITY
168.975
KANAB
ESCALANTE
HENRY MOUNTAIN
MOAB
SAN JUAN
163.025


NEW MEXICO
Farmington
FARMINGTON RESOURCE AREA
Taos
TAOS RESOURCE AREA
Santa Fe
168.525
RIO PUERCO RESOURCE AREA
Albuquerque
Socorro
SOCORRO RESOURCE AREA
169.650
(THIS R.A. ONLY)
ROSWELL RESOURCE AREA
Roswell
168.500
WHITE SANDS RESOURCE AREA
Hobbs
CARLSBAD RESOURCE AREA
Carlsbad
LAS CRUCES-LORDSBURG RESOURCE AREA
Las Cruces
168.575
BLM/ONSHORE MERGER
LEGEND:
District Boundaries
Resource Area Boundaries
State Office
District Office
Resource Area Office
Satellite Office

What's in store for the future? Much presented information may change due to Reagan Administration interchange program proposals. These include proposals to change the jurisdiction boundaries of BLM and Forest Service so their administered lands won't be so intermingled. Whole or parts of National Forest and Ranger Districts are proposed to become BLM Districts or Resource Areas, and vice-versa. But, only Congress can create or disband a National Forest, so it may not happen. There is some political opposition to disbanding National Forests. Thirty-five million acres are involved with the Forest Service giving the BLM about fifteen million acres, but getting about nineteen million acres as new National Forests from current BLM lands.

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT- ALASKA



Our deep thanks to Fred for taking the time and trouble to write such an interesting in depth piece. Hope you have a great month. Why don't you write up what special knowledge you have about an agency many enjoy monitoring? Until next month...

73-
Denny

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

This month I have the pleasure to share with you parts of a letter and lists of frequencies from Spence Bahner (WA-026). He writes:

"This is a very scattered collection of notes from a trip I took to England and France in December 1984. It will take some editing as this was put on paper rather quickly. I knew that if I didn't move fast, all my scraps of paper would be lost"

Spence also included several ads for receivers, and I will try to include some of them herewith the frequency information.

LONDON -METROPOLITAN POLICE

147.200-------to---------147.500
channels evert 12.5 kHz. All repeaters
*Note: to all those who have visited London- you might have seen Bobbies with their lapel-mounted speaker mics. The short antenna mounted on the mics are actually VHF (147MHz) and not UHF as might be expected. The patrol cars in London had quite a mix of mid-band (66-88 or 100-108MHz), high-band (147MHz) and UHF antennas. American made UHF radios (Motorola MT-700's) not sold in the U.S. were seen in use by security around various government buildings, notably Buckinham Palace and the Houses of Parliament. The guards at No. 10 Downing Street also had 450 radios. I could not establish actual frequency use.

Some UHF was also in use by British Rail crews with trains communicating with dispatchers. Activity was also heard when the Soviet Union had a group meeting with Margaret Thatcher. This was on a London Police VIP Protection frequency. The 12.5MHz spacing, combined with nearly every channel being in use, made listening difficult. I did, however, monitor quite a few calls and found them very interesting.

London Fire Brigades use 104-108MHz. range and use A.M. modulation. There remains quite a bit of A.M. but most equipment being sold is F.M. 152.530 (R) was some sort of link or city-wide police dispatch.

Some of the many London frequencies follow:

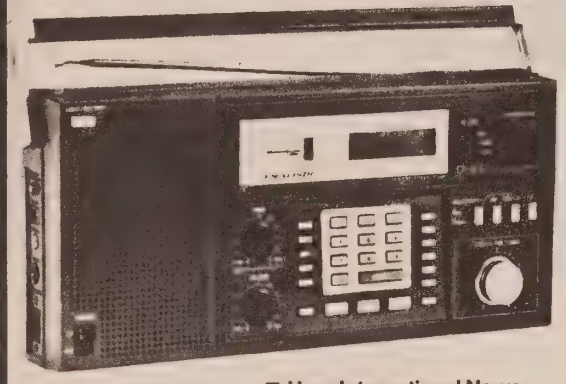
138.060	same as 138.330- paging?
138.330	key tone- paging?
139.210	simplex mobile tfc, choppy
139.350	A.M. voice
140.850	"police-type" voice dispatch
141.940	rushing noise-strong carrier/ DVP type scrambling????
142.100	" " (as above)
142.495	" " (as above)
142.515	" " (as above)
163.300	Mobile Phones evert 25 or 30 KHz to
164.000	
164.090	noisy carrier
165.170	taxi dispatch (weak)
165.360	(R) "beeping" link/ police dispatch ?
165.420	taxi dispatch
165.480	taxi dispatch
165.630	A.M. dispatching
165.730	taxi dispatch (weak)
165.795	"Channel 5"- taxi dispatch
166.015	A.M. dispatching
166.220	carrier/ voice link
166.270	(R) F.M. voice
166.880	(R) "Channel 8"- taxi dispatch
166.990	"keying"
167.015	F.M. voice ?
167.150	A.M. dispatch
167.400	A.M. voice
167.440	A.M. voice
167.485	(R) F.M. voice
167.520	F.M. voice
167.680	F.M. voice
167.700	(B) taxi ?
167.825	(B) taxi ?
167.900	(B) security ?
168.015	A.M. dispatch
168.220	A.M. dispatch

440.575	(R) business dispatch
442.025	carrier
448.125	paging/data
448.675	paging/data
452.800	(R) business dispatch
453.825	(R) business dispatch- taxi
454.600	paging
454.650	paging
454.775	paging

Tandy®

Tune In To The World With Realistic

A Direct-Entry PLL Communications Receiver



£219.95

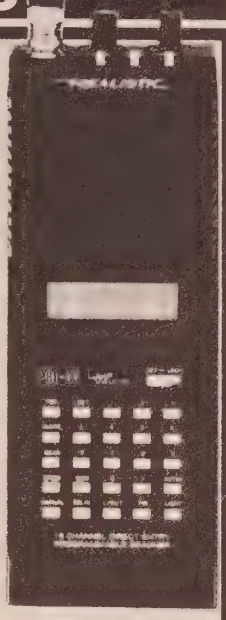
■ **Hear International News, Music, Ham on Shortwave, Plus LW/AM/FM Broadcast Stations**

Realistic DX-400. Our finest portable receiver ever! Lighted tuning meter and LCD digital frequency. Microprocessor controlled plus phase-locked-loop direct-entry pushbutton tuning. Six AM and six FM memory channels. Auto-Scan finds new stations fast. Wide/narrow selectivity controls plus fine-tuning. Built-in speaker, headphone jack. Covers 150-29,999 kHz and 87.4-108 MHz. AC/battery operation. Batteries extra. **20-207.**

16-Channel Portable Programmable Scanner

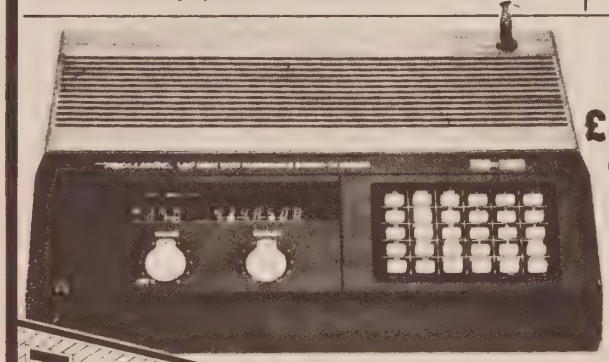
Covers 68-88 MHz VHF-Lo, 144-148 MHz Ham, 108-136 MHz AM Aircraft, 138-144 MHz, 148-174 MHz VHF Hi, 380-450 MHz Ham, 450-470 MHz UHF-Lo, 470-512 MHz UHF-Hi

£229.95



■ **Now You Can Listen To Aircraft, Hams and More - Wherever You Go No Crystals To Buy!**

Realistic PRO-30. Scan up to 16 of your favourite channels continuously, or search a selected frequency range for new or unpublicised channels. Scan and Search in two speeds. Two-second Scan Delay, selectable for each channel prevents missed replies. Has jacks for external antenna and earphones. Requires six "AA" batteries or mains or DC adapter. Memory backup requires four silver-oxide batteries. **20-9131**



... And A 60-Channel Programmable Scanner

£279.95 ■ **Listen to Aircraft, Hams, VHF Marine and More - Even Your Favourite Standard FM Stations**

Realistic PRO-2003. No crystals to buy - direct keyboard entry of 20,584 frequencies! Use the search circuit to find new channels. Has 2-speed scan and search, Scan Delay, individual channel lockout, priority function and variable squelch control. Bands: VHF-Lo 68-87 MHz; FM Broadcast 88-107 MHz; VHF-Air AM 108-136 MHz; Ham 138-148 MHz; VHF-Hi 148-174 MHz; 410-450 MHz; UHF-Lo 450-470 MHz; UHF-Hi 470-512 MHz. Mains operation or 12V DC negative ground. Memory requires 9V battery. **20-9117**

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Visit your local store or dealer and see these and many more sale bargains. We service what we sell - over 2800 exclusive lines!

See Yellow Pages For Address Of Store Nearest You

OVER 9,000 STORES & DEALERSHIPS WORLDWIDE

Prior to this advertisement, all quoted regular prices have been charged during the last six months at the Tandy Store, Tameway Tower, Bridge Street, Walsall, West Midlands, WS1 1LA.

Known As Radio Shack In The U.S.A.

Prices may vary at Dealers

Offers subject to availability

EDINBURGH-SCOTLAND

These guys were hard to understand at times!

145.280	(R) Hams
145.600	(R) Hams
153.370	Paging
155.470	(R) Police traffic, busy, link?
155.495	Link?, tone and voice
155.580	(R) Police type traffic
155.725	Keyed noise, D.V.P. type?
166.015	Cuing transmitter or S.T.L. for TV station (wide band F.M.)

to be continued next month....

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

FOR SALE OR TRADE:
Realistic DX-100 Shortwave Receiver. Covers 520 Khz to 30 Mhz. Built-in BFO. Includes AC/DC power cords & telescoping antennas. $50 or trade. Contact: SCOTT GLICKER (FL-033), P.O. Box 17255, Plantation, FL 33318. (5/6/85)

WANTED:
Regency E-ACT-16-H/L or H/L/U scanner & Pace scanner model 308 or any other model Pace scanner. Contact: DENNIS RUDA (NY-057), 42 Harry L Dr., Johnson City, NY 13790 (5/17/85)

FOR SALE:
Bearcat 300. $250. Contact: GERALD EDER (IL-252), 2130 N. Palmer Drive, Schaumberg, IL 60195. (5/18/85)

FOR SALE:
Five different scanners. 1) Bearcat 100. $155; 2) Regency D810. $225; 3) Realistic Pro-2002. $225; 4)JIL SX 200. $200; 5)Sony 2002. $200. All in excellent condition. Contact: LARRY SNYDER (CO-039), 11664 W. Saratoga Ave., Morrison, CO 80465 or phone 303-979-2856. (5/29/85)

FOR SALE OR TRADE:
Realistic Pro-25. 1 year old; price includes 4 nicad batteries, crystals, 2 antennas, AC adapter/charger. $65. Contact: SCOTT CLICKER (FL-033), P.O. Box 17255, Plantation, FL 33318. (5/28/85)

FOR SALE:
Bearcat 210XL. In original carton with all accessories, owner's manual (new), and schematic. Will pay UPS shipping charges. Excellent condition. $180. Contact: HARRY DUNN (CA-SB-062), P.O. Box 511, Big Bear Lake, CA 92315 or phone 714-585-4101. (5/30/85)

FOR SALE OR TRADE:
**100 assorted Police/Fire/Ambulance Patches & Uniform Pins. $150 or tradefor 40 channel CB/SSB base radio. Contact: MIKE STARR (MI-152), P.O. Box 203, Hadley, MI 48440 or phone 313-7974150. (5/14/85)

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

This month's photos come from Williams Hill, an out-of-the-way repeater site in southern Illinois. They were, once again, taken by Chuck Robertson (IL-141), who reports that few people ever get far enough out into the country to see the installations.

The first shot is of the state of Illinois tower. It is 220 feet high, with a total height of 1284 feet above mean sea level.

LOW BAND ANTENNAS:

31.86 and 31.98	Old Dept. of Conservation PD, being phased out
42.46 and 42.50	District 19 State Police "Carmi"
47.30	Dept. of Highways

VHF:

151.445 R	Dept. of Conservation FD - 159.375 in
154.905	State Police investigation
155.460	State Police special base/car & point/point
155.475	ISPERN (IL State Police Emerg. Radio Network)

UHF:

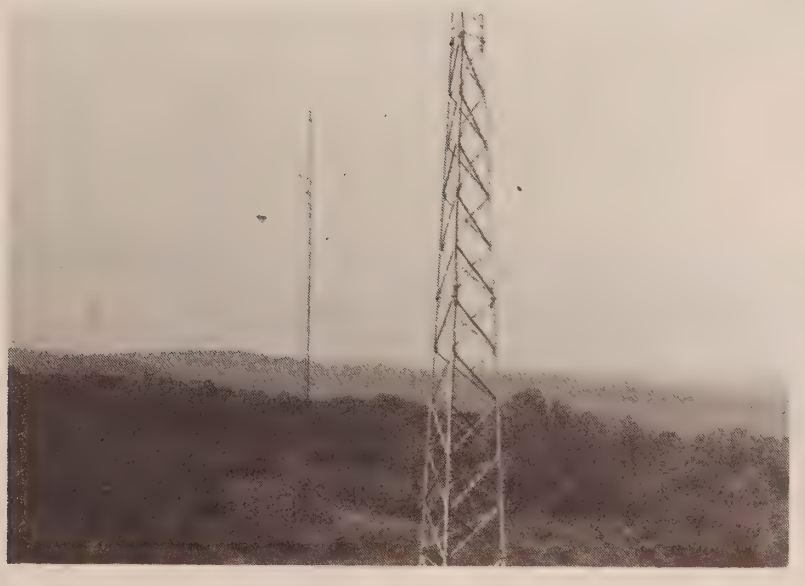
453.875 R	Dept. of Correction - statewide

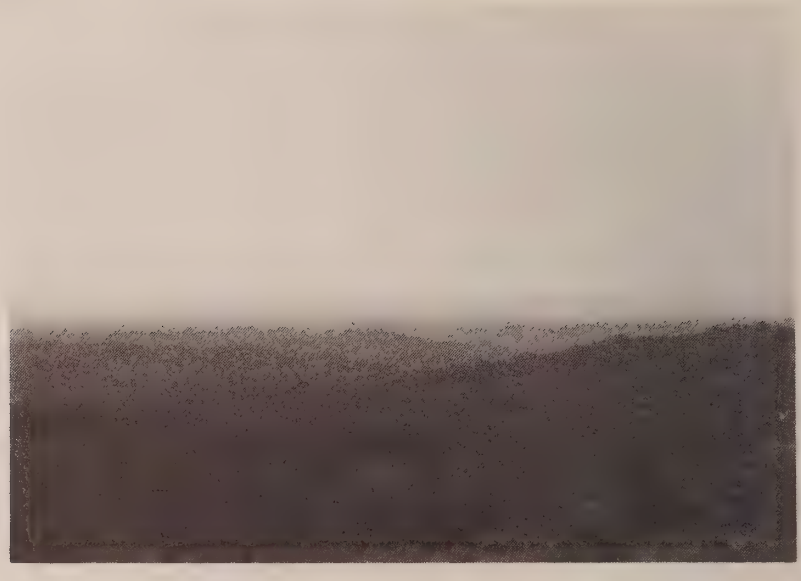
MICROWAVE:

1915 and 1925 MHz	Dist. 19 State Police remotes - 1925 may have been shut down

The tower to the left is used by Southeastern Illinois Electric Co., 37.78 KSD 268.

The next shot is of the entire "northern group" of towers, with the state tower at the right. Just left of this one is a business repeater, which we also see in the next two views. At the center of the second of these is a large UHF tower, the antennas on which are out of sight to the top.





Chuck took the next two pictures of the "southern group", all business repeaters. Then he slipped on his safety belt, and got this shot of the great view from the middle tower.

Last are two unusual views, looking straight up and down the tower from its mid point, about 100 feet up. The upward shot shows the antenna work very nicely. VHF and UHF stacked dipoles are on both sides. The tubes snaking up the sides are hardline - the only way to do long runs. The tower itself is a zigzag Rohn type, guyed on five levels. Chuck didn't want to unhook his belt to go any higher, and the antennas were hot for RF. As it is, you are a braver man than I! I tend to get nosebleeds atop 50' ham towers.

Looking down (wheee!), we see the tower base and the transmitter building. I'd like to thank Chuck for more unusual stuff.

GOVERNMENT RADIO SYSTEMS
CALIFORNIA SUPPLEMENT TO
SECOND EDITION

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OVER 40 PAGES
Comprehensive & Complete
Exceeds expectations

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paid advertisement

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may not be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

R C M A I N D E X

1981, 1982, 1983, 1984

NEW YORK, NEW JERSEY, PENNSYLVANIA, DELAWARE,

MARYLAND & WASHINGTON, D. C.

Compiled by Les Mattson (NJ-187)

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80 pgs. 130 new members

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Antenna Problems (48)
Radio-TV Shadow Traffic (76)
Atlantic City, N.J. Casino (77)
Hwy. Maint. Radio Service (40-41)

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RCMA Treasurer's Report (3)
Out-of-Band (32-33)
Pa. State Police (37-43)
Louis A. Smith 11 Bio. (37)
Manhattan, N.Y. Hotels (72-73)
New York Colleges (73)
Sensitive Frequencies (33)
N.E. Pa. News Media (70)

MARCH 1981
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Pa. Forest Fire Network (14)
Pa. Drug Enforcement (14)
Pa. Penn Dot (Transport.) (14)
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Lackawanna Co., Pa. Comm. (15)
Sensitive Frequencies (54)
Sports Freqs. (Miami,Fla.)(62-63)
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Newark, N.J. Airport (66)
Atlantic City Casinos (67)
N.Y.City Museums (68)

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Pa. Turnpike Radio System(35-39)
RCMA Election Ballot (centerfold)
The Police Radio System (76-77)
Sensitive Frequencies (80)
Single Side Band (SSB) (105-107)
Converters & Pre-Amps (8-10)
Wash. D.C. Private Securty (16-17)
Wash. D.C. Universities (17-18)
Baltimore, Md. Police (29-30)
Maryland Fire (34)
Bearcat 250 Out-of-Band (108-109)

AUGUST 1981
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Phila., Pa. Bd. Of Election (4)
FM Repeaters (15-16)
Atlantic City Casinos (18)
Betty Bearcat (7)
Meadowlands, N.J. Freqs. (20)
N.Y. City Sports Freqs. (21)
Pittsburgh Steelers Freqs. (37)
Regency M-100 Reviewed (39)
Pa. Penn Dot (Transport.) (40)

OCTOBER 1981
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Ginny Slick named Asst. Ed. (5)
Atlantic City Casinos (14)
Nat. Football League Freqs.(15)
Goodyear Blimp Freqs. (18)
Low Band Skip of Interest (24)
Suffolk Co., N.Y. Police (56-57)
Westchester Co., N.Y. Police (56)
Mamaroneck, N.Y. Police (54-55)
GMRS (Gen. Mob. Radio Svc)(65-66)
Antennas (11)
Orange Bowl (Miami, Fla.) (16-17)
Suffolk Co. Fire Signals (56-57)

APRIL 1981
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Arco Go-Patrol, Phila, Pa.(10)
N.Y.C. Aircraft Business (20-21)
Intermediate Frequency (16-17)
Washington, D.C. Airports (18)
U.S.C.G. "AMVER" Bulletin (30)

JUNE 1981
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Sensitive Frequencies (25)
Frequency Books & Guides (5-7)
Aircraft Terms (8,9,14,15)
Aircraft Business Freqs. (10)
Railroad Frequencies (28-30)
Scanner Lock-up Problems (44-45)
Digital Voice Protection (43-44)

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Major League Baseball (18)
Sensitive Frequencies (35)
N.Y.City Ten Codes (63-65)
West Chester Co. N.Y. Fire (64)
New York State Police Codes (66)

SEPTEMBER 1981
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Aircraft Glossary (9-11)
Rahway, N.J. Police Codes (57)
Elizabeth, N.J. Police Codes (58)
N. J. State Police Freqs. (58)
Newark, N.J. Police Codes (59)
Camden Co., N.J. Police Freq.(60-62)
Bearcat 100 (22)
Space Shuttle Freqs. (23-24)
RCMA Election Ballot (centerfold)

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Air to Ground Radiotelephone (12-15)
Relay Press Radio Service (29-30)
I. R. A. C. (32)
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Space Shuttle (35)
Misc. Airport Freqs. (10-11)

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Low Band Skip of Interest (20)
N.J. State Police Codes (41)
N.Y. City Trans. Auth. Pol. (38)
Ocean Co., N.J. Sheriffs (42)
Bearcat 100 (61)
Action Guide to Scann. & Monitors (5)
N.Y. City EMS (38)

FEBRUARY 1982
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Bob Horvitz's 1st Col. & Bio (14)
Bearcat I.F. (12)
Bearcat 100 Reviewed (60-61)
Mobile Repeaters (51-53)

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Eric Schneider's Bio. (56)
Richard Barnett (56)
Maryland State Police (57-59)
Maryland County Seats, Map (57)
D.C. Police & Fire (59-61)
Prince George's Co. Md. (63)
Bearcat 100 Reviewed (66-68)
Total Membership Figures (65)

APRIL 1982
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Larry Smith's 1st Col. (25-26)
Scanverter Reviewed (15)
Bearcat Out-of-Band (20)
Marine Frequencies (77-78)
Regency M-400 Reviewed (41-46)
Aircraft Monitoring (16-17)

MAY 1982
88 pgs. 27 new members

Happy Davis' 1st Col & Bio (82-83)
FCC Freq. Allocations (6)
Antennas (81)
Bearcat 100 Reviewed (16-17)
PATCO (Phila. & N.J.) (78)
New York Police Freqs. (42)
N.Y.C. Precinct Map (43)
Edison, N.J. Police Codes (43)
Middlesex Co., N.J. Sheriff (45)
Franklin Twsp., N.J. Codes (45)
Baltimore, Md. Pol. & Fire (45-46)

JUNE 1982
72 pgs. 79 new members

Ginny Slick's 1st Col. & Bio (7)
Mike Britt's 1st Col & Bio (26-28)
Eric Gaskill's 1st Col. (33-34)
Antennas for Aircraft Band (9)
ENANY (N.Y.) (20-21)
Bearcat Out-of-Band (27-28)
Low Band Skip of Interest (28-29)
Nassau Co., N.Y. Fire (50-51)
N.J. Dept. Parks & Forests (51-53)
Phila., Pa. Fire Districts (54-55)
Montgomery Co., Md. Police (56-57)
Montgomery Co., Md. Fire (57-58)
Montgomery Co., Md. L. Govt (58)
Railroads, N.E. Corridor (66)
Washington, D.C. Misc. Freq (58-59)

JULY 1982
116 pgs. 44 new members

Dennis Biagioli's 1st Col (50-53)
Scanners Firms & Suppliers (7)
Environmental Prot. Agency (51-52)
Gov't. Freq. Allocations (54)
Bearcat 100 Reviewed (77)
Weather Terms Glossary (4-5)
Fox Info-Pak Scanner (18-24)
Interference Filters (25-26)
RCMA Sociable Directory (center)
U.S. Time Zones (59)
Rockland Co., N.Y. Police (95-96)
Hudson Co., N.J. Pol. & Fire (97-98)
N.J. State Police SPEN Sys. (98-99)
Bergen Co., N.J. Police (99)
Md., D.C., N. Va. EMS Sys. (102-103)
Conrail (109)

AUGUST 1982
88 pgs. Ø new members

Bearcat 100 (4,5,82)
Freq. Allocation Table (24,27,28)
Low Band Skip (Weather) (33)
N.Y.City EMS System (60)
Nassau Co., N.Y. Pol.Codes (60-61)
Suffolk Co., N.Y. Fire (61)
North Brunswick, N.J. Pol. (62)
Schuylkill Co., Pa. Police (63-65)
Space Communication Glossy (81-84)
Pre-Amps, Filters, etc. (85-87)
Civil Air Patrol Freqs. (14)

SEPTEMBER 1982
116 pgs. 85 new members

Prince George's Co., Md. Pol.(27-33)
Air Force One (12-13)
Army Corps of Engineers (40)
Nat. Law Enf. Channel (155.475)(66)
Hunterdon Co., N.J. Pol.Fire (98-99)
Scranton, Pa. Police Codes (100-102)
Railroad Terms (102-106)
Space Obje ct Names (109)
RCMA Policy on Sensitive Freqs. (3-4)

OCTOBER 1982
96 pgs. 31 new members

Amy Polivka's 1st Col. & Bio (19-20)
Railroad Term Glossary (81-83)
The Power Radio Service (21-23)
Wash. D.C. Gov't Freqs. (24-25)
Misc. N.Y. State Pol. Freqs.(62-63)
Yonkers, N.Y. Fire Codes (63)
Morris Co., N.J. Police Code(63-64)
Morris Co., N.J. Fire Signs (64)
Pa. Game Comm. Freqs. (64-65)
Penn Dot (Pa. Dept. Trans.) (65)
Millcreek, Pa. Police Codes (65-66)
Erie, Pa. Police Codes (66-67)
Montgomery Co., Pa. Pol.Code(67)
ANARC-82 Convention Notes (4-6)

FEBRUARY 1983
64 pgs. 45 new members

Middlesex Co., N.J. Police (45)
ENANY (New York) (4)
Bamberger Store Frequencies (11)
Federal Express (N.Y.) Freqs.(12)
Nat. Hockey League Freqs. (15)
Railroad Police Mutual Aid (62)
Delaware River Marine Freqs.(64-65)
EMS (New York City) (42)
N.Y.City Transit Police (42-43)
Port Auth. of N.Y. & N.J. (43-44)
Nassau Co., N.Y. Police (44)
N.Y. State Scanner Laws (26)

APRIL 1983
76 pgs. 47 new members

Darrel Charest's 1st Col. (5)
Bob Quinlan's 1st Col. (7)
N.Y.C. Area Marine Band (72-73)
TV Sports Coverage Freqs. (9)
Army National Guard (20-21)
ANARC News (Centerfold)
Dukes Co., Md. Police (39-40)
Erie Co., N.Y. Police & EMS (40-41)
Pa. Game Commission Freqs. (41)
D.C. Fire Districts (42)
Maryland State Hwy. Dept. (42-43)
Maryland Toll Bridge Freqs. (43)
Upper Del. Bay Marine Freqs.(72)
Union Co., N.J. Utilities (10)

NOVEMBER 1982
86 pgs. 37 new members

Emmett Baxter's 1st Col. (78-79)
Pittsburgh, Pa. Fire Dept(44-45)
ENANY (New York) (5)
Muir Field, Pa. Aircraft (20)
Olmstead Fld. Harrisburg (20)
Pilot-Metro Aircraft Svs.(21)
N.Y.C. Fire Codes (42-43)
E. Brunswick,N.J. Police (45-46)
Open Letter To All From Geo. Pond (Centerfold)

DECEMBER 1982
64 pgs. Ø new mem.

U.S.C.G. VHF Distress Sys. (63)
Eric Schneider's 1st Col.(26-29)
Bear Cat Out-of-Band (12)
Taping from Scanners (57-58)
Nationwide Road Dept.Freq. (8)
Maryland & D.C. Index, 1980,81,82

JANUARY 1983
64 pgs. 29 new members

Bill Mauldin's 1st Col. (6)
Search & Rescue Freqs. (14-15)
Pa. Dept. Envir. Resources(32-36)
Life-flight Helicopters (38)
EMS Systems & Frequencies (38)
Taping from a Scanner (62)

MARCH 1983
76 pgs. 29 new members

Sensitive Frequencies (4-5)
Aircraft Frequencies (18)
F.B.I. Scramblers (20)
U.S. Park Service (23)
Norfolk Naval Base (24)
Connecticut Nuclear Drill (46-47)
Suffolk Co., N.Y. Police (47)
Ulster Co., N.Y. Pol. & Fire(48)
Hoboken, N.J. Pol. & Fire (48)
Hudson Co., N.J. Pol. Codes(48-49)
Delaware Co., Pa. Pol. & F.(49-50)
Greater Upper Darby, Pa. (52)
Maryland State Police (53)
Del. River Aircraft Carriers (74)

MAY 1983
68 pgs. 42 new members

Tim Leber's 1st Col. & Bio. (34)
ANARC Convention News (Centerfold)
Phila., Pa. Police & Fire (36-38)
Maryland State Police Codes (39)
SEPTA (Pa.) Rail Freqs. (63)
Regency Out-of-Band (65-66)
Marine Frequencies (67-68)
Greater Upper Darby, Pa. Up-date (38)

JUNE 1983
76 pgs. 29 new members

Brandt Niemuth's 1st Col. (13)
Editor Qualifications (RCMA) (5-6)
Detroit Radio-TV Freqs. (14-15)
New Jersey Scanner Laws (30)
Broome Co., N.Y. Pol. Codes (42-43)
Pa. State Forestry Freqs. (44)
Beaver Co., Pa. Amateur Radio (44)
Maryland State Forestry (44-45)
Md. State Misc. Freqs. (45)
Montgomery Co., Md. County Freq (45)
Bearcat Out-of-Band (72-74)
Taping From A Scanner (9)

JULY 1983
88 pgs. 32 new members

N.Y.C. Harbor Police Up-date (85)
Aircraft Glossary (7)
Aircraft Freqs. Nationwide (9-12)
Willow Grove NAS, Pa. Freqs. (34)
N.Y. State Scanner Laws (40)
800 MHz in Del. Valley (50)
Burlington Co., N.J. Pol. & Fire (51-53)
Amtrak Rail Ten Codes (78-79)
Realistic Pro 2002 Review (82-84)
Long Island, N.Y. Rail Codes (78)

AUGUST 1983
84 pgs. 25 new members

Mount Vernon, N.Y. Police (48-49)
Montgomery Co., Md. Police (50)
Rural Md. County Freqs. (51)
Maryland State Police (51)
Digital Voice Protection (78-79)
Del. Bay Marine Frequencies (80)
Marine Search & Rescue Freqs. (81)
Newark, N.J. Police Codes (49-50)

SEPTEMBER 1983
76 pgs. 35 new members

Aircraft Glossary (6-7)
Washington, D.C. Business (14)
Washington, D.C. Bus, Rail (14)
U.S.A.F. Aircraft I.D. (21-23)
Bucks Co., Pa. Fire Freqs. (52-54)
Amtrak Rail Up-date (64-66)
Pittsburgh, Pa. Misc. Freq. (15)

OCTOBER 1983
76 pgs. 19 new members

Codes for V.I.P. Air I.D. (25-28)
Frederick Co., Md. Freqs. (50)
Anne Arundel Co., Md. Freqs. (51)
Annapolis City, Md. Freqs. (52)
Scanning 800 MHz (70-72)
ANARC-83 Convention News (6-7)

NOVEMBER 1983
88 pgs. 34 new members

RCMA Board of Governors (5)
Dover, Del. AFB (MAC) Freqs. (35)
McGuire, N.J. AFB Helios (36)
Photo of Great Radio Set-up (40-41)
Regency MX-7000, Z-30, HX-1000 (42-44)
Conrail Syntor Frequencies (78)

DECEMBER 1983
96 pgs. 29 new members

Stephen A. Kayworth's 1st Col. (86-91)
Cliff Polkinghorn's 1st Col. (21)
Interview With Bob Leary (9-11)
Maryland & D.C. Rail Freqs. (81)
Washington, D.C. Airport Freqs. (8)
Philadelphia, Pa. Businesses (15)
Bucks Co., Pa. Ambulance (66-68)

JANUARY 1984
96 pgs. 31 new members

Dist. of Columbia Freqs. (37-38)
Ulster Co., N.Y. Sheriff (65)
Kingston, N.Y. Pol.&Fire (66)
Monmouth Co., N.J. Pol.&Fire (66)
N.J. Dept. of Env. Prot. (66)
Freehold Twsp., N.J. Police (66)
No. Jersey Traffic Helios (66)
N. J. Turnpike Frequencies (66)
Garden State Parkway (N.J.) (66)
Harrisburg, Pa. Pol.&Fire (67)
Dauphin Co., Pa. Pol.&Fire (67)
Atlantic City, N.J. Police (67)
Delaware State Ten Codes (68-69)
Repeater Systems (90-94)

FEBRUARY 1984
80 pgs. 25 new members

Radio Shack Pro-24 Reviewed (77-79)
Atlantic Co., N.J. Police Codes (60)
Aircraft Glossary (7)
Wash. D.C. Nat. Airport Freqs (8)
Camden Co., N.J. Communications (58-59)
Delaware State Police Freqs. (60-61)
N.J. Rail Transit System (74)
Port Auth. of N.Y. & N.J. (PATH) (74)
Pittsburgh, Pa. Misc. Freqs. (18)

MARCH 1984
88 pgs. 34 new members

Regency HX-3000, MX-7000 (5)
Wash., D.C. Air Freqs. (9)
Realistic Pro-30 Review (46)
N.Y.C. EMS System (48-49)
N.Y.C. Transit Police (50)
Misc. N.Y. State Freqs (50-51)
Pa. State Pol. Freqs. (51)
Williamsport, Pa. Police (51)
Bearcat Out-of-Band (81-83)
New Products Update (86)

APRIL 1984
88 pgs. 29 new members

Bearcat Repairs Praised (84)
Phila, Pa. Area College Freqs.(17)
Greater Phila, Pa. Misc.Freqs.(58)
Wash. D.C. Misc. Freqs. (18-19)
Harrisburg, Pa. Pol. Freqs.(55-56)
Atlantic City, N.J. Police Update (56-57)
Phila.,Pa. Misc. Freqs. (17-18)
N.J. Dept. of Transport. (58)
Delaware State Hwy Dept. (58)
N.J. Turnpike Frequencies (58)
Pa. Turnpike Frequencies (58)
Conrail Syntor Channels (72-73)
Bearcat Tape Recording (81-83)
Interference on Mar. Ch.16 (84)
Bearcat 100 Vs. R.S. Pro-34 (84)
Phila., Pa. Septa & Conrail (58)

MAY 1984
84 pgs. 25 new members

Radio Shack Pro-30 Review (80-82)
Aircraft Freq. Allocations (9)
Index to"Below 30 MHz"Col. (11-13)
Glossary Of Railroad Slang (73-75)
Bearcat 100 Vs. R.S. Pro-30)(77-82)

SEPTEMBER 1984
80 pgs. 15 new members

David M. Silva's 1st Col. (8-9)
International Marine Freqs.(78-79)
Wash.,D.C. Air Ctr. Freqs. (8-9)
Wash.,D.C. Misc. Frequencies(31)
Fed. Emerg. Manag. Agency (32-34)
Regency MX-5000 Reviewed (38,74,75)
Wash., D.C. Police Freqs. (64-66)
Pittsburgh, Pa. Rail Freqs.(73)

OCTOBER 1984
88 pgs. 15 new members

Bob Cheek's 1st Col. (20-21)
Guidelines for Submitting Reviews (83)
Regency HX-1000 & MX-5000 (7-8)
First Computer Column (20-21)
Federal Correctional Syst.(28-29)
Hackettstown, N.J. Pol.&Fire (61-62)
N.J. State Police Freqs. (62)
Warren Co., N.J. Police (62)
West Morris Co., N.J. Codes(62-63)
Warren Co., N.J. Sta. Nos. (63)

JUNE 1984
104 pgs. 34 new members

100th Issue of RCMA Newsletter (7-13)
Bearcat Repair Problems (6)
Dulles Inter. Airport (15-16)
Major USAF Installation(42-43)
Copy of 1975 Issue of RCMA News. (centerfold)
Montgomery Co., Pa. Police(70-72)
Sussex Co., Md. Ten Codes (73)
Del. Bay Pilot Svc. (104)
FCC Freq. Allocations (28-40)

JULY 1984
84 pgs. 36 new members

Public Svs.-S.E. Poll (5-6)
Major USAF Installations (22-25)
USAF Frequencies (25-29)
N.Y. Dept. Env. Conservat(47-48)
N.Y.C. Fire Ten Codes (48)
Ocean Co., N.J. Pol.&Fire(49-52)
Bearcat Out-of-Band (76-78)
Airport Unicom System (19-20)

AUGUST 1984
64 Pgs. 20 new members

Military Glossary (45-46)
Autonomy for Editors (5)
Major USAF Installations (22-24)
USAF Frequencies (24-25)
Freq. Guide to Olympics (Center)
RCMA Complaint Cards (60-61)

NOVEMBER 1984
84 pgs. 33 new members

Voice Scrambling Methods (10-11)
Mt. Vernon, N.Y. Police (62)
Newark, N.J. Police Freqs.(62-63)
Phila. Pa., Police Update (63-65)
Red Bank, N.J. Marine Freqs. (84)

DECEMBER 1984
80 pgs. Ø new members

U.S.C.G. Station Freqs. (78)
USAF Base Frequencies (17-20)
Pub. Ser.-S.East Index, 1983-1984 (31-35)
N.Y.C. Fire Codes (51-52)
Wicomico Co., Md. Police & Fire (52-53)
Maryland State Misc. Freqs. (53)
Index to Railroads (1979-1984) (68-71)
N.Y.State Encon Update (51)

Thank you Les, from all the Northeast members, for this terrific report. It not only includes Public Safety Northeast data, but also information from other articles of special interest to this area's members. Truly a great reference.

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

Just as I begin to become discouraged, the RCMA members come through. Iowa certainly has gotten a lot of coverage lately in the column, but that is only through the generous contributions of the members from that state.

This month we have a thorough listing from the Cedar Rapids area, that was sent in by Randy (IA-042). Following that is a short but welcome listing from the Tama County area submitted by Doug (IA-048). I've concluded this month's column by staying with the Iowa theme, in printing my brief but hopefully helpful index of past newsletters. I have such an index for each state in the North Central area. I will print them as I see fit in the future.

If you have not yet done so, please respond to the survey in the June newsletter. Our leadership needs to know where you want them direct their attention. Again more response is needed for the North Central Column.

Finally, the fatal stabbing of a South Dakota Highway Patrolman several weeks ago ought to remind us of the fact that these and most public safety personnel place their lives on the line regularly. Remember them and especially their families in your thoughts and prayers.

IOWA

Police Codes Used In Cedar Rapids Area

10-101	Return to F1
10-105	Robbery
10-106	Shooting
10-107	Homicide
10-108	Burglary
10-109	Suicide
10-180	Hospital
10-181	Open P.D. Garage Doors
10-183	Close P.D. Garage Doors
10-185	At the Fuel Pumps
10-186	Sheriff's Office
10-187	County Jail
10-188	Testing Trailer (ASAP)
CODE 1	Officer In Trouble; Use Lights and Sirens. Only in Extreme Emergency or Urgency.
CODE 2	Urgent; Use Lights and Sirens. Use Caution.
CODE 3	Standard Procedure
CODE 4	No Further Assistance Needed
CODE 5	Emergency Traffic Only
CODE 7	Meal Break (LSD)
CODE 9	Advise Situation/Status
CODE 11	Sheriff's Garage
CODE A	Unable to Locate
CODE B	No Such Address
CODE C	No Incident; Did Not Call
CODE D	Unfounded Report
CODE E	Complainant Refused To Make M.O.
CODE F	Handled By Officers
CODE G	Packet or Information Exchanged
CODE H	Summons Issued
CODE K	Report(s) Written/Found Subject(s)
CODE L	Arrest
CODE Z	Other

SIGNAL 2 Doing Investigation or Paper Work
SIGNAL 3 At The Station
SIGNAL 5 Meal Break
SIGNAL 6 Car In Garage For Repairs
SIGNAL 7 Rest Break
SIGNAL 9 Out Of Car On Personal Business
SIGNAL 13 Public Relations Assignment
SIGNAL 14

Local Government Frequencies In Linn County

33.04	BM	Cedar Rapids	School Buses
37.10	BM	Linn County	Water Department
37.18	BM	Linn County	Parks Department
37.90	BM	Cedar Rapids	Street Department
37.94	BM	Cedar Rapids	Street Department
39.10	BM	Linn County	School Buses
39.50	BM	Cedar Rapids	Animal Shelter
39.82	BM	Cedar Rapids	Traffic Engineering
45.20	BM	Cedar Rapids	Building Authorities
153.410	RP	Cedar Rapids	Water Department
153.800	BM	Mount Vernon	Street Department
154.040	BM	Linn County	Health Department
155.115	BM	Cedar Rapids	Airport Safety Force
155.895	BM	Linn County	L.I.F.T.S.
155.940	BM	Cedar Rapids	Recreation Maintenance Department
158.760	BM	Cedar Rapids	Parks Department
159.135	RP	Linn County	Street Department
453.350	RP	Cedar Rapids	Recreation Department
453.450	RP	Cedar Rapids	Sanitation Department
453.600	RP	Cedar Rapids	Transit Department
461.675	RP	Cedar Rapids	School Building Maintenance
464.750	RP	Cedar Rapids	Special Education Buses

LINN COUNTY SHERIFF'S DEPARTMENT

Frequencies:

F1	155.610	BA		
	155.910	MO	"INFORMATION"	
F2	155.625	BM		Secondary
F3	155.190	BM	"OPS"	Jail Communications
F4	155.745	RP	"CAR"	
F5	155.685	BM	"LEA"	Area Intersystem
F6	155.145	RP	"METRO"	Primary
F8	153.875	MO		Detectives
	155.850	HH		
	155.475	BM	"MUTUAL AID"	State Intersystem
	155.370	BA	"POINT-TO-POINT"	State Intersystem
	460.400	BA		City-wide Intersystem
	37.10	BM	"LOW BAND"	Rural Officers

Radio Identifiers:

100-199	Sheriff (101) and deputies
200-299	County Conservation Officers
300-599	Jail personnel
800-899	Rural Communities Police Officers
	800-809 Fairfax
	810-819 Center Point
	820-829 Central City
	830-839 Palo
	840-849 Hiawatha
	860-869 Mount Vernon
	870-879 Lisbon
I.R.U.	Immediate Response Unit (SWAT Team)

There are 44 phone lines that lead into the dispatcher's office, which is usually manned by two workers. The dispatch office monitors the frequencies of the Cedar Rapids PD, Iowa Highway Patrol, as well as 22 other emergency departments. The deputies cars are scanner equipped.

LINN COUNTY FIRE DEPARTMENT

Frequencies:

F1	154.430	"COUNTY FIRE"	Primary
F2	154.280	"FIRE AID"	State intersystem
F3	154.265	"SEARCH AND RESCUE"	Secondary

Volunteer Fire Departments Identifiers:

120-129	Central City	290-299	Ely
130-139	Alburnett	300-309	Walker
140-149	Center Point	310-319	West Bertram
160-169	Mechanicsville	320-329	Troy Mills
170-179	Cedar Terrace	330-339	Coggon
190-199	Midway (?)	340-349	Palo
210-219	Mount Vernon	350-359	Fairfax
220-229	Monroe Township	360-369	Robins
230-239	Prairieburg	400-409	Lisbon
240-249	Springville	410-419	Martelle
280-289	Hiawatha	630-639	Atkins

Rescue Trucks: 57 belongs to Linn County
52 belongs to Johnson County
6 belongs to Benton County

EMERGENCY MEDICAL SERVICES

Frequencies:

F1	155.340	BM	secondary	State-wide
F2	155.220	BM	primary	Area-wide
F3	154.430	BM	"COUNTY FIRE"	County intersystem
F4	155.475	BM	"MUTUAL AID"	State intersystem
	463.025	BA	"MED-2"	
	463.150	BA	"MED-7"	

(daily radio tests are conducted on MEDs at 11:20 pm)

I. Hospitals in Linn County
   a. Mercy Catholic in Cedar Rapids
   b. St. Lukes Methodist in Cedar Rapids

II. Ambulance Services in Linn County
   a. Area Ambulance Service ADAM: 40,42,43,44,45
      (They cover the Cedar Rapids-Marion-Hiawatha area. They have three ambulances (ADAMS) in service from 7 am to 11 pm and two in service from 11 pm to 7 am. They are stationed at Mercy Hospital.)
   b. Center Point Ambulance Service ADAM 47
   c. Central City Ambulance Service ADAM 49
   d. Lisbon-Mt. Vernon Ambulance Service ADAM 51
   e. Palo Ambulance Service ADAM 53

III. Air Ambulances
   a. LIFEGUARD stationed at St. Lukes (both hospitals have helipads.)
   b. LIFEGUARD stationed at Cedar Rapids Munc. Airport

LIFEGUARDS also use 154.265 (SEARCH & RESCUE), 154.280 (FIRE AID), and 154.310 (CRFD primary).

TAMA COUNTY AREA

Tama County Sheriff- 154.830 OPS 155.370 Point-to-Point
155.310B INFO 155.475 Mutual Aid
155.910M 155.685 LEA
33.70 County Fire

Tama County secondary road-159.120R out, (?) in.

City of Toledo- 154.100 Public Works
154.830 County Operations in cars only
33.70 Fire
154.205 Should have become operational in June, also installed in County radio.

City of Tama- 155.955 Police, Fire and Ambulance
33.70 Fire
City cars all have LEA, Mutual Aid, County ops., and County Info.

IOWA INDEX

January 1980	Department of Public Safety
April 1980	Three Des Moines frequencies
August 1980	Scott County and county misc.
January 1981	Scott County and Davenport
March 1981	DOT Highway maintenance frequencies
February 1982	Northern Iowa
September 1982	State operations
October 1982	Quad City net, Scott County Sheriff, 3 state maps
November 1982	Davenport Fire, Des Moines area
December 1982	Davenport Med and State DOT
January 1983	Davenport Ambulance, State EMS- good listing
February 1983	Des Moines, Cedar Rapids, and Clinton
April 1983	Department of Public Safety 10-codes
May 1983	State Patrol, DCI, and Dept. of Public Safety
July 1983	Iowa Highway Patrol, plus misc.
September 1983	Council Bluffs, Cedar Rapids,Linn and Scott Counties
October 1983	Cedar Rapids/Linn County Ambulances
December 1983	Scott County, Cedar Rapids, Burlington, Conservation office
January 1984	Cedar Rapids Area
March 1984	Good Summary of Highway Patrol
November 1984	Des Moines Area Frequencies
May 1985	Des Moines Area Frequencies- good listing

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Public Safety — South Central Editor,

R.C.M.A. SOUTH CENTRAL

POST OFFICE BOX 5053
AUSTIN, TEXAS 78763-5053

Greetings once again and welcome to the August column. The mail bag is rather thin lately, but then I shouldn't blame it entirely on the summer recreation activities or the summer doldrums, since we did do a switch-aroo on the mailing address. This alone may have confused things for a while but an additional snafu entered the picture -- the column headers in the May, June & July issues contained the wrong PO Box number. Please note the correct box number. The correct mailing address is: RCMA PS-South Central editors, P.O. Box 5053, Austin, TX 78763. Should there be anyone who submitted some material and did not receive an acknowledgement of receipt from either one of us, then assume that the letter was misdirected and please re-submit it. We apologize for the consequences of the error but neither Richard nor myself noted the error until now.

This is Ken speaking...The excitement of tropo skip just got underway as this column was being prepared. As a result I have some questions I'd like to throw out to the readers in the hope some one out there can help me. During some of the "average" openings, I consistently hear what sounds like a repeater on 155.340. Yes!, a repeater, or what sounds like one. It may perhaps have been a re-broadcast of a UHF-MED channel. At the same time this happens I often hear a dead carrier on 155.370. As all this occurs, I usually get best reception from the west Texas area, so I am presently assuming these systems originate from either the San Angelo or Abilene area. I'd like to know for sure where these signals are coming from, if some one is familiar with any such system, please write in and let me know.

Jumping into the mailbag for this month---

From STEVE (TX-164): Steve relayed a very important list of Orange County Fire Dept channels --

ORANGE COUNTY FIRE DEPT CH's

Mauriceville VFD (new)	155.145
Little Cypress VFD	154.340
Deweyville VFD	37.180
Pinehurst VFD	*155.100
McLewis VFD (new)	*155.100
Vidor VFD	154.130
Bridge City VFD	154.130
** West Orange VFD	154.175
*** Orange FD	154.220
all dept's Mutual Aid	154.280

Notes: * = This frequency is shared with the city of Pinehurst local gov't depts.
** = West Orange VFD is dispatched by Orange County Sheriff's Office.
*** = Orange FD is only full time-paid staff dept in county.

Orange Co, Ambulance Service has switched to using 155.220 exclusively, leaving 155.340 for use only for communications when transporting out of county.

A new ambulance service has begun serving southern Newton Co. It is called People's Ambulance and is based in Deweyville (Newton Co.). Operations and pagers are on 155.385 simplex.

From Brad (OH-138): Brad, in his monthly report, wishes to advise us of an error in the May 1985 column on the Arlington PD channels --
Arlington PD ch 1 154.935 Dispatch (input is 156.030; not 155.655 as given in the May issue)
Arlington PD Ch 2 155.070 (input is 155.655;not 155.910)

In addition, Brad advises that, based upon a newspaper article, the Arlington PD will be switching to a 10 channel 800 MHz trunked system for their dispatching needs by mid to late 1986. In the meantime, due to congested radio time, Arlington PD will be making use of a third channel that, according to this article, was "overlooked" previously. It is unknown for certain which frequency this refered to.

The Ft Worth PD re-aligned their patrol beats (again):

FT WORTH PD RADIO CHANNELS
(revised 5/85)

Ch 1	460.050	PIC
Ch 2	460.100	Eastside Dispatch - A,B, C (some) units
Ch 3	460.150	Southside Dispatch - C, D, & E units
Ch 4	460.200	Central-Westside Dispatch - F, G, & P units
Ch 5	460.250	Northside Dispatch - H & K units
Ch 6	460.300	Car-to-car channel

Note: FWPD car to car traffic is down significantly from before since mobiles now send messages to each other via their MDT's. (Editor's note: Sneaky!)

Ft Worth Fire Dept are licensed for 856.4375. 857.4375, 858.4375, and 859.4375. (Editor's note: Looks like a trunked system license to me.) 460.525 and 460.550 are no longer being used by FWFD. 460.625 (old ch 4) is now being utilized as a pager channel.

Other DFW regional news--

--Arlington ISD security on 855.0375 WNAU 434.
--Euless FD on 854.9875 (confirmed).
--Flowermound PD on 854.4375.

Brad, we certainly appreciate your monthly contributions on the latest from the metroplex. It looks to me like any serious monitoring in the DFW region demands an 800 MHz capability scanner!

So, unless Richard has had anything in the POB in the last few days, this will be it for this month. But before I close, I do want to mention that the Fox Marketing people now have a newly revised edition of their Oklahoma City/Lawton, Oklahoma radio directory out. This directory is quite useful, especially if you need to see the business licenses. So if you are going to visit that area, check this directory out. In addition, the 1985 edition of the POLICE CALL directories have been out for a short while now. I had the opportunity to review all nine editions and they are, as always, an outstanding value, deserving the label "the Monitorist's Bible"

AUSTIN AREA FREQUENCY LIST

Austin Police Department:

460.050	WQP 823	PP	F- 1	Citywide
460.100	WSL 739	PP	F- 2	Adam Sector- North/west Austin
460.450	WSB 736	PP	F- 3	Baker Sector- West/central Austin
460.325	WRL 495	PP	F- 4	Edward Sector- North/east Austin
460.175	WSL 736	PP	F- 5	Ch.arlie Sector- South-east Austin
460.275	WRL 498	PP	F- 6	David Sector South-west Austin
460.025	WSL 738	PP	F- 7	Tac [also used by Nora Units
460.500	WQU 364	PP	F- 8	Info [28's/29's etc]
460.225	WRL 499	PP	F- 9	Tac
460.200	WSL 735	PP	F-10	Airport Police
460.375	WRL 740	PP	F-11	Brackenridge Hospitol Police

Austin Fire Department

453.450	KSS 813	PF	F- 1	Fire-com 1
453.150	KSS 813	PF	F- 2	Fire-com 2
453.500	KSS 813	PF	F- 3	Fire-com 3
453.100	KSS 813	PF	F- 4	Fire-com 4
453.450	KSS 813	PF	F- 5	Alarm 5 [Dispatch]
453.900	KSS 813	PF	F- 6	Administrative 6
154.130	KFV 831	PF	F- 1	Metro Ch. 1
154.340	KSS 813	PF	F- 2	Metro Ch. 2
153.935	KSS 813	PF	F- 3	Metro Ch. 3

Austin Emergency Medical Services

462.975	KZT 415	PS	F- 9	[Med 9] Dispatch
462.950	KZT 415	PS	F-10	[Med 10] Tac/secondary dispatch
463.050	KZT 415	PS	F- 3	[Med 3] Telemetry Ch. 3 (/468.050)
463.075	KZT 415	PS	F- 4	[Med 4] Telemetry Ch. 4 (/463.075)
463.100	KZT 415	PS	F- 5	[Med 5] Telemetry Ch. 5 (/468.100)
155.325	KJF 787	PS	F- *	Tac 1
155.340	KJF 787	PS	F- *	Ambluance to hospital(s)
155.715	KIK 834	PS	F- *	Dispatch to Co. VFD/EMS units

Richard here now... I did get a cople of letters in the mail box this month but little input for newsletter material. I did here from Robert TX-076 and he droped me a line about the new STARFLIGHT operations began by Austin E.M.S. It's a new program just started out and from what we've seen, it looks like it will be very sucessful. They are currently operating on all Austin E.M.S. frequencies for dispatch and communications with county v.f.d./e.m.s. units and Brackenridge Hospital; where the unit is based.

A new member is seeking information for the Midland/Odessa area. There was little I could pass to him from previous newsletter but perhaps someone has info they can share. Contact Doug Deards (TX-155) at the address listed in the May 85 newsletter or you can pass it on to the p.o. box and I'll forward.

One last item before this month last 'feature'. In the June newsletter there is a RCMA Membership Reader Survey. Please, if you have not already filled and sent this off- help us get the information and features you want. With out up your input, we can only assume we are getting out the information you want.

The last item for this month is a list I got from Ed (TX-045) With the busiest part of hurricane season upon us I wanted to pass on this list.

HF NETS (Used 8/18/83 -Alcica)

14325	Hurricane Watch Net- Hurricane Center Florida
7251	W Harris Co ARES Net (day)
3915	W Harris Co ARES Net (night)
7235	Central Gulf Coast Hurricane Net - (day)
3935	Central Gulf Coast Hurricane Net - (night)
7248.5	State RACES Net - (day)
3996.5	State RACES Net - (night)
4627	Gulf Coast Hurr. Diaster Net
4467.5	Gulf Coast Hurr. Diaster Net

S E C U R E
State Emergency Cabability Useing Radio Effectively

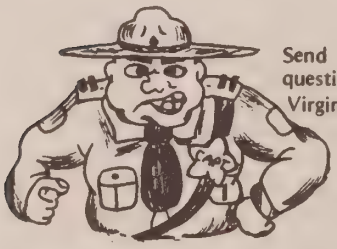
2326	2411	2514
2419	2422	2439
2463	2466	2471
2474	2487	2511
2535	2569	2587
2801	2804	2812

I hope this list is up to date but don't need it this summer. You can never tell what each hurricane season has to offer but haveing gone through three myself; I can say it's no fun.

Well that 'bout raps it up for this month. Again I hope if you wrote in to the P.O. Box listed in the last couple of newsletters you did'nt get it back with the note "Not at this address" We are still 'alive and well' but again that's Post Office Box 5053.

Well, with that we shall close this column down for this month. See you next month.

PUBLIC SAFETY — SOUTH EAST:



Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

John Dorsey, P.O. Box 101, Quinton, VA 23141

Since the last issue we've rented a new Post Office Box (large enough to hold a cow) strictly for RCMA. Please fill.

Going through the files, past issues, and the index of PS/SE coverage for 83, 84 in the Dec 84 Newsletter, we've noted something we want to discuss with you. The large metropolitan areas are getting more than their share of coverage. There are many small cities and rural areas not covered at all. If we can talk everyone into broadening their coverage into the suburbs it will help. And again we remind you no area is too small to be important to our coverage. I'll grant you, far and away more people live in the big cities. But RCMA membership is scattered.

We've been upgrading our equipment. We now have a scanner with 800 mhz, and a digital-scanning communications receiver we almost had to go to school to learn to operate. Our only communications problem is wind. If a storm gets into my antennas, I'm sure house, radio room, and the whole set-up will be relocated somewhere near the Virgin Islands.

One more note and we'll get to work: We are going to switch typewriters. This old manual job has smaller type. In the interests of getting more info per page we're going to try using it. If you have trouble reading the small type, let me know and we'll go back to the IBM. Now let's see if we can teach the thing to spell.

SOUTH CAROLINA GEORGETOWN (GTN) and HORRY COUNTIES, From Marc, SC-019

GTN PD (Simplex)	155.415	GTN Co CD	155.715/156.015
GTN PD (Duplex)	155.415/156.150	CD Talk-around	155.715
GTN Sheriff	155.490/154.770	Baruch	155.055
GTN Sheriff TalkRd	154.770	Andrews PD	155.490
GTN SD Statewide	155.580	Murrells Inlet F	154.145
Statewide Cars	155.010	Myrtle Beach Fire	154.200
GranStr Conway Hos	155.400	WGTN	153.170
Horry Co Fire	154.400/154.010	Myrtle Rescue	154.160
Horry Co PD	154.725/155.685	GTN SD Ch 4	155.310
Myrtle Beach PD	154.800	Surfside PD	154.800
Conway PD	154.860	Forestry	159.270
Conway Fire	154.400	Forestry	159.450
SC Hiway Patrol	155.955	Wilburg SD	155.310/155.970
GTN Fire	155.835	Andrews Fire(&WD)	154.055
Coast Guard-16	156.800	GTN Hosp COR	462.950
Coast Guard-12	156.600	Motorola	463.775
Coast Guard-24	161.800/157.200	GTN Rural Water	158.775
Coast Guard-22A	157.100		
Coast Guard-22B	157.100		
Coast Guard-68	156.425		
GTN Rescue Base	155.235		
EMS	155.295		
GTN Hospital	155.340		
Midway-Surfside F	154.310		
DB Base	152.900		
GTN Rural Fire	154.160		

Marc advises the Georgetown Amateur RC repeater is on 147.375, and the Trident ARC repeater, which includes Charlestown, Berkley, and Dorchester Counties, operates on 147.270. Marc's Call Sign is KB4NFI.

FLORIDA SARASOTA and BRADENTON AREA From Carl, NY-117

Bradenton

County Fire	154.370
Rescue	460.625
Police	154.800/155.670
LW Blake Mem Hosp	155.400 & COR

Florida, State of

Corrections F-1/	
Health Dept	45.16
St. Att,Sarasota	155.025
Hiway Callboxes	453.025
	453.075
	453.100
	453.125
	453.175

Longboat Key

P1	46.56
P2 & Water Dept	46.52

Manatee Co

EMS Control	155.280
Fire, Mutual Aid/	
Sara-Brad. Airpt	153.950
Fire, Co-wide	154.370
Sta 2 Brad.	
ECC Brad.	
Sta 6 Ellenton	
Sta 1 Holmes Bea	
Sta 3S Longboat Key	
Sta3N Longboat Key	
Sta 4 Samoset	

NE Area Spec Fire Cont Dist	F-1	46.06
	F-2	46.20

Sarasota, City

Fire-1	46.06
-2	46.16
-3	46.36
-Fireground	153.830
-"COM-C DISP"	154.235/153.770
Highway	154.100
Police -1	460.075
-2	460.125

Sarasota, County

Local Govt	155.760/158.775
Education	158.835
Building Insp.	453.525
Sheriff -1	154.770/155.610
-4	154.875
-2 Tac	154.950
Intercity	155.370
Detective -1	155.430
-2	155.490
Civil Defence	155.175

(Network: Stations include: Net Control, Sarasota, CD Sta 5 Englewood, CD Sta 24 Casey Key, CD Sta 14 Longboat Key PD, CD Sta 7 Northport PD, CD Sta 3 Sara. Red Cross (Also 47.72), CD Sta 6 Venice PD, CD Sta 13 Venice Hospital.)

Police Brad. 155.925
154.695/158.955
Tac 154.950
155.790/156.09

Sarasota-Manatee Airport Authority
AIRCOMM Dispatch 153.950
AIRCOMM County Fr 154.370

* OOPS DEPT..... To that list of Manatee FD just to the left, add: Sta 5 Oneco-Tallavast

FLORIDA UPDATE on SARASOTA COUNTY (SARA) From Joe, MD-015

Sheriff Patrol	154.770	St. Civil Defence	39.10
Sheriff Admin	154.875	National Guard	40.30
Emer Preparedness	155.175	Venice Police	154.040
Animal Control/		Venice Fire	154.160
Mosquito, Sanitary	155.760	Venice VFD	46.06
Highways	151.025	Venice Pub Works	154.115
Bldg/Zoning	453.525	SARA City PD-1	460.075
Transit	453.625	PD-2	460.125
Utilities/		SARA City Pub Wks	154.100
Appraiser/		SARA City Fire	154.235
Environmental	453.825	VFD Net	46.06
Health	155.145	South Trail VFD	46.16
Schools	158.835	Fruitville VFD	46.46
Longboat Key PD	46.56	North Port Police	158.790
Longboat Key VFD	46.34	North Port Fire	155.715

FLORIDA ORLANDO AREA and SURROUNDING COUNTIES,UPDATE From Joe, MD-015

Orange County Civil Emergencies: District 1, North Dispatch 154.010, Stations 20, 40, 41, 43; Districts 2 & 5, South and West Dispatch 153.770, Stations 30, 31, 42, 44, 50, 51, 52, 54, 70, 73; Districts 3 & 4, East Dispatch 153.950, Stations 63, 64, 65, 66, 71, 72, 80, 81, 84. Mutual Aid 154.340 Administrative 154.400. Naval Training Center FD 150.075, Stations 18, 19; Apopka FD 153.920, Stations 21, 22, 23; Winter Garden FD 143.355, Station 24; Reedy Creek FD (Disney World) 453.825, Stations 32, 33; Orlando Intn'l Airport 460.600, Station 74.

Seminole County SHERIFF: Ch-1 (Primary Dispatch) 154.800, Ch-2 (countywide mobile mutual aid) 154.950, Ch-3(Inter-city point-to-point) 155.370; FIRE DEPARTMENT (Includes Altamonte Springs and Longwood) f-1 Dispatch 153.995, F-2 Administrative 154.235, F-3 Fireground 154.085, F-4 Rescue 154.415, F-5 Mutual Aid 154.205; ALTAMONTE SPRINGS Police 154.770, Mutual Aid 154.950.

Volusia County Sheriff, ch-1 Primary Dispatch 154.860, Ch-2 Mutual Aid 154.950, Ch-3 Inter-city 155.370; FIRE Ch-1 Dispatch 154.34, Ch-2 Mutual Aid 154.280; Beacon Ambulance 155.175; Daytona Beach Fire Dispatch 154.175; Daytona Beach Shores Fire 154.310; DeLand Fire 154.220.

Brevard County SHERIFF Ch-1 154.710, Ch-2 154.890, Ch-3 Mutual Aid 154.950, Ch-4 Inter-city 155.370; FIRE, Dispatch 154.160, District 1 154.385, District 2 154.445, Districts 3 & 5 154.355, District 4 154.250; City of Cape Canaveral Fire 155.925, Cocoa Fire 154.190, Cocoa Police 453.250; Cocoa Beach Fire 154.130, Cocoa Beach Police 154.815; Melbourne Fire 155.040, Melbourne Police 154.650; Rockledge Fire 154.415, Rockledge Police 155.115; County EMS 155.160; County Civil Defence 155.715.

Orlando: University of Central Florida Police 158.970. ORLANDO FIRE DEPARTMENT: Ch-1 Dispatch 453.050, Ch-2 Fireground 453.150, Ch-3 Administrative and Fireground 453.250, Ch-4 Same use as Ch-3 453.350.

ORLANDO FIRE DEPARTMENT CODES

1- Nothing Visible
2- Calling unit can handle
3- Working fire
4- Major working fire
5- False Alarm
6- Victim
7- Death
8- Call Police
9- Arson
10- Bomb
11- Civil Disturbance
12- On pager
13- Mobile canteen requested

FLORIDA UPDATE, TAMPA BAY AREA From Joe, MD-015

Dunedin Fire: Station 1 is now Station 60, Station 2 is now Station 61 (Still on 453.100); Clearwater Beach Lifeguards now on 156.195; SAS Ambulance 155.160 North Dispatch (Large North), 155.295 SOuth Dispatch (South of Largo).

VIRGINIA NORTHERN NECK AND SURROUNDING COUNTIES From John, VA-078(Editor)

These cover the area from The Potomac River South, Chesapeake Bay West. They're listed by Police, Fire, Rescue, and the location of the Rescue Squads. All of them except James City County have the Statewide Sheriffs' Network 39.54.

Essex Co	P- 39.6 F-R 45.28 R- Tappahannock
Lancaster Co	P- 39.44 F-R 155.745 R- Kilmarnock
Middlesex Co	P- 39.60 F-R 33.98 R-Urbanna, Deltaville
Northumberland Co	P- 39.30, 39.44 F-R 155.745 R- Callao, Reedville
Richmond County	P- 39.86 F-R 45.28 R- Warsaw
Westmoreland Co	P- 39.86 F- 45.28 R- 45.92 Mt. Holly
Charles City Co	P- 39.42 F- 154.220 R- 155.160 Providence Forge
James City Co	P- 453.100 453.450 F-R 154.355
King & Queen Co	P- 39.48 F- 45.40 R- Newtown (dispatched by Caroline Co)
King William Co	P- 39.48 F-R 45.16 R- Aylett
New Kent Co	P- 39.42 F- 33.44 R- 155.160 Providence Forge
West Point, Town of	P- 39.48 F-R 33.74 R- West Point

PHEW! I'm sure glad that's over. I have an allergy to typewriters. In fact, I'd rather fight a grizzly bear than get close to one.

LET'S HEAR FROM YOU Jdan

PUBLIC SAFETY WEST

SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:

GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA, CO 80011
ELECTRONIC MAIL: <COMPUSERVE:75376,673> <DELPHI:JORG> <SOURCEMAIL:BBZ812>
****

Sorry about there being no May column. I sent one but it took the US Postal Service three weeks to get a first class letter from Colorado to California. It also took them 10 days to get a post card less than 11 miles from downtown Denver to my house in Aurora. Fat and out of condition as I am, I can walk faster than that.

To those who sent data in early in the year, have hope, it will appear next month. I am late this month and am therefore using typed material so this has a chance of getting to California on time and I wanted to get the Idaho and Nevada packages out in sequential months.

Thanks to those who have said they liked the new logo.

For those who didn't see it, they should try to get a copy of the June 1985 POPULAR COMMUNICATIONS. The editorial is critical of an unnamed monitoring club based in Southern California Food for thought but consider the source.

HAWAII (Dan CA-LA-359)

A good list from Oahu. Dan has confirmed each frequency listed. He also says that the police officers and firefighters were helpful in providing information about their radio systems and frequencies. Good PR for Hawaii.

HONOLULU POLICE DEPARTMENT

155.190	KUA240	F-01	All Island Tactical
155.685		F-03	Central Dispatch <20-30 series>
155.070	KUA240	F-06	Wahiawa Dispatch <200-230 series>
155.130	KUA346	F-07	Pearl City Dispatch <330-335 series>
156.090	KUA240	F-09	Tactical/HPD Vice
155.155			HPD Narcotics Squad
155.835	KVB203		HPD Airport <Honolulu> Detail
154.860	WYC756	F-01	Narcotics Control <DVP ?>
155.490	WYC756	F-02	Narcotics Control <Time checks heard>
151.895			Polynesian Cultural Center <Operations>
154.600	KNHW382		Waimea Falls Park <Operations>
151.925	KZK701		Waimea Falls Park <unknown use>
463.375			Roberts Hawaiian Tours
462.150	KIJ819		Hilo Hatties
464.775			Pearl Ridge Shopping Mall
460.725			United Airlines <Ground Operations>
461.025			Polynesian Express Tours

HONOLULU AIRPORT

118.100	Tower
121.800	Ramp Control
120.900	Approach & Departure
126.700	Weather <ATIS>

BIZARRE INFO

173.225	HAWAII FIVE-O*

*During a "rest" near the KGMB TV station <the local CBS Network Affiliate>, the orignal car used by Steve McGarrett is still being used by a station exective. During filming and cues <and when McGarrett would speak into the radio> this freqency was used. However, there IS NO Hawaii Five-O unit.

MONTANA (Craig CA-VE-011)

BOZEMAN, MONTANA

155.67 Police
154.25 Fire
158.82 Public Works
155.745 Montana State University
154.995 Gallatin County Sheriff
155.205 Hall Ambulance
39.82 State Police?
39.92 State Police?

IDAHO (Mark ID-012) {note: this is the last part of this list}

RADIO FREQUENCY CHANNELS IN THE SPECTRUM FROM 450 TO 470 Mhz
LICENSED FOR USE BY POLICE AGENCIES WITHIN THE STATE OF IDAHO

COUNTY	CITY	FREQUENCY T	FREQUENCY R	AGENCY	CALL SIGN	LOCATION	TYPE
Latah	Troy	465.025	460.025	Troy Police	KP 3813	Mobiles	All Call
		465.200	460.200	"	"	"	
		465.275	465.275	"	"	"	Car to Car
		465.375	460.375	"	"	"	
Lemhi	Salmon	465.100	460.100	Lemhi Sheriff	WAH 359		
		465.200	460.200	"	"		
		465.275	465.275	"	"		Car to Car
Lewis	Nezperce	460.025	465.025	Lewis Co. Sheriff	KSX 244		All CAll
		465.025	460.025	"	"		"
		465.200	460.200	"	"		
		465.225	460.225	"	"		
		465.275	465.275	"	"		Car to Car
Lincoln	Shoshone	460.450	465.450	Lincoln Co. Sheriff	KOK 213		
		465.025	465.025	"	"		All Call
		465.200	460.200	"	"		
		465.275	465.275	"	"		Car to Car
		465.450	460.450	"	"		
Madison	Rexburg	460.025	465.025	Madison Co. Sheriff	KNIE 347		All Call
		460.475	465.475	"	"		
		465.025	460.025	"	WHP 66	Control	All Call
		465.025	460.025	"	KNIE 347		All Call
		465.075	460.075	"	"		
		465.200	460.200	"	"		
		"	"	"	WHP 66		
		465.275	465.275	"	KNIE 347		Car to Car
		465.350	460.350	"	"		
		465.475	460.475	"	"		
		465.500	460.500	"	"		
	Rexburg	460.025	465.025	Rexburg Police	KTE 347		All Call
		460.475	465.475	"	"		
		460.500	465.500	"	"		
		465.025	460.025	"	WHP 36	Control	All Call
		465.200	460.200	"	KP 6893	Mobiles	

COUNTY	CITY	FREQUENCY T	FREQUENCY R	AGENCY	CALL SIGN	LOCATION	TYPE
Madison	Rexburg	465.200	460.200	Rexburg Police	WHP 36	Control	
		465.275	460.275	"	KP 6893		Car to Car
		465.350	460.350	"	"		
		"	"	"	WHP 36	Control	
		465.475	460.475	"	KP 6893		
		465.500	460.500	"	"		
		465.500	460.500	"	WHP 36		
Minidoka	Rupert	460.075	465.075	Minidoka Co. Sheriff	KVT 629		
		460.450	465.450	"	"		
		465.025	460.025	"	"		All Call
		465.075	460.075	"	"		
		465.200	460.200	"	"		
		465.200	460.200	"	WSZ 65	Control	
		465.275	465.275	"	KVT 629		Car to Car
		465.325	460.325	"	WSZ 65	Control	
		"	"	"	KVT 629		
Nez Perce	Kamiah	460.025	465.025	Kamiah Police			All Call
	Lewiston	460.075	465.075	Lewiston Police	KVT 600		
		460.125	465.125	"	"		
		465.075	460.075	"	"		
		465.125	460.125	"	"		
	Lewiston	460.450	465.450	Nez Perce Sheriff	KVT 630		
		"	"	"	KVT 631		
		"	"	"	KQS 468		
		"	"	"	KR 9114	Mobiles	
				"	"	"	
		465.125	460.125	"			
		465.125	460.125	"	WSE 66	Control	
		465.200	460.200	"	"	"	
		465.450	460.450	"	"	"	
		465.450	460.450	"	KR 9114	Mobiles	

RADIO FREQUENCY CHANNELS IN THE SPECTRUM FROM 450 TO 470 Mhz
LICENSED FOR USE BY POLICE AGENCIES WITHIN THE STATE OF IDAHO

COUNTY	CITY	FREQUENCY T	FREQUENCY R	AGENCY	CALL SIGN	LOCATION	TYPE
Oneida	Malad	465.025	460.025	Oneida Sheriff	KR 2894	Mobiles	All Call
		"	"	"	WRH 60	Control	"
		465.100	460.100	"	KR 2894	Mobiles	
		"	"	"	WRH 60	Control	
		465.275	465.275	"	KR 2894	Mobiles	Car to Car
		465.475	460.475	"	"	"	
		"	"	"	WRH 60	Control	
Owyhee	Murphy	465.025	460.025	Murphy Police	WLG 60	Control	All Call
		465.100	460.100	"	"	"	
		465.475	460.475	"	"	"	
		"	"	Homedale Police	WLH 31	"	
		465.500	460.500	"	"	"	
		"	"	Murphy Police	WLG 60	"	
Payette	Payette	460.150	465.150	Payette Police	WJZ 97	Control	
		465.025	460.025	Payette Co.Sheriff	WLG 71	"	All Call
		465.100	460.100	"	WLG 71	"	
		465.150	460.150	"	"	"	
Power	American Falls	460.375	465.375	Power Co. Sheriff	KTQ 276	•	
		465.100	460.100	"	KO 3158	Mobiles	
		"	"	"	WJT 87	Control	
		465.200	465.200	"	"	"	
		"	"	"	KO 3158	Mobiles	
		465.275	465.275	"	"	"	Car to Car
		"	"	"	WJT 87	Control	"
		465.375	460.375	"	"		
		"	"	"	KO 3158	Mobiles	
		465.475	460.475	"	WJT 87	Control	
Shoshone	Kellogg	465.100	460.100	Kellogg Police	WBM 55	Control	
		465.200	460.200	"	"	"	
	Wallace	465.100	460.100	Shoshone Co.Sheriff	WBM 56	"	
		465.200	460.200	"	"	"	

COUNTY	CITY	FREQUENCY T	FREQUENCY R	AGENCY	CALL SIGN	LOCATION	TYPE
Twin Falls	Buhl	460.175	465.175	Buhl Police	KNAI 296		
		465.025	460.025	"	"		All Call
		465.050	460.050	"	"		
	Castleford	465.025	460.025	Castleford Police	KNAK 520		"
	Eden	"	"	Eden Police	KNAI 520		"
	Filer	"	"	Filer Police	KNAN 781		"
	Hansen	"	"	Hansen Police	KNAK 521		"
	Murtaugh	"	"	Murtaugh Police	KNAN 782		"
	Twin Falls	460.250	465.250	Twin Falls Police	KA 78249		
		460.500	465.500	"	WQU 368		
		465.025	460.025	"	WGK 2310		"
		465.500	460.500	"	KA 78249		
	Twin Falls	460.050	465.050	Twin Falls Sheriff	KA 77655	Portable	
		"	"	"	WQY 378		
		460.050	465.050	"	KNAA 927		
		465.025	460.025	"	KA 77655		All Call
		"	"	"	WGC 319		"
Valley	McCall	460.250	465.250	McCall Police	WON 26		
		465.100	460.100	"	KQ 3542	Mobiles	
		465.150	460.150	"	WON 26		
		"	"	"	KQ 3542		
		465.250	460.250	"	"		
		465.275	465.275	"	"		Car to Car
		460.150	465.150	Valley Sheriff	KXG 899		
Washington	Weiser	460.150	465.150	Washington Sheriff	KUB 984		
		465.025	465.025	"	WLA 23		All Call
		"	"	"	KO 7490	Mobiles	"
		465.100	460.100	"	"	"	
		"	"	"	WLA 23	Control	
		465.150	460.150	"	"	"	
		"	"	"	KO 7490	Mobiles	
		465.275	465.275	"	"		Car to Car
		453.400?	458.400?				

RADIO FREQUENCY CHANNELS IN THE SPECTRUM FROM 450 TO 470 Mhz
LICENSED FOR USE BY POLICE AGENCIES WITHIN THE STATE OF IDAHO

COUNTY	CITY	FREQUENCY R	AGENCY	CALL SIGN	LOCATION	TYPE
Washington	Weiser	460.075 465.075	Weiser Police	WJZ 97	Control	
		465.025 460.025	"	"	"	All Call
		465.075 460.075	"	"		
		465.100 460.100	"	"		
		465.150 460.150	"	"		
		465.275 465.275	"	"		Car to Car

KING COUNTY WASHINGTON (RON CA-VE-013)
NOTE: This is the first article in this column that was transmitted entirely by electronics.

The communications center of the Seattle Police Department is now capable of transmit/recieve on 460.375 (F1) simplex mode. This channel had been exclusively a short range car to car. All other Seattle Police channels are base/mobile relay type repeaters.
****

Other King County Area Police Agencies:

City of Bellevue	f1-453.450	f2-453.725	
City of Bothell	f1-453.975		
City of Des Moines	f1-154.815		"David" cars
City of Normandy Park	f1-154.815		"Nora" cars
City of Kirkland	f1-453.650	f2-453.200	"King" cars
City of Redmond	f1-453.650	f2-453.200	"Robert" cars
City of Mercer Island	f1-453.325		
City of Lake Forest Park	f1-155.010		
City of Issaquah	f1-154.785		
Town of Snoqualmie	f1-154.785		

KING COUNTY FIRE DISTRICT 43
****

Equipment roster as of 030185.

Engine 81: 1981 Pierce-Arrow pumper
Engine 82: 1977 Ford-Howe pumper
Engine 83: 1981 Pierce-Arrow pumper
Engine 84: 1979 Ford-Pierce pumper
Engine 85: 1965 Ford-LaFrance pumper
Tanker 81: 1970 Peterbilt tanker
Tanker 82: 1965 International 4x4 tanker
Ladder 81: 1970 Dodge ladder truck
Aid 81: 1979 Ford-Excellance aid car
Aid 83: 1972 Ford van aid car
Chief 81: 1980 Chevrolet staff car
Chief 83: 1974 Oldsmobile staff car
Chief 84: 1981 Chevrolet staff car
Truck 81: 1975 Dodge 4x4 pickup
Utility 81:1976 Ford Utility
i.d.43-24: 1973 Dodge flatbed
i.d.43-25: Dive/Rescue Trailer
i.d.43-26: E.M.S. trauma trailer

Notes:
1)Three pumper/tanker apparatus,crew cab design,on order for 1985 from Pierce.

2)Engines 85 and 82 are to be replaced, with Engine 84 going into reserve.

3)Engine 81 will become Engine 84 upon the arrival of the new units.

4)Ladder 81 is currently a "city service ladder" without an aerial device. (it was damaged).Expect Engine 82 to be sold and a new ladder truck purchased.

5)A new aid car is expexted to be ordered in 1985.If so,Aid 81 would become Aid 83, and the Aid 83 unit would become reserve equipment.

6)If population growth is rapid in the next 5 years,no new stations expected, however,consider a joint station with district 10 to the north or district 37 to the west.

Public Safety-California

Public Safety-California P.O. Box 3962 Santa Fe Springs, California 90670-1962

From ERIC (CA-LA-045):

Welcome to the RCMA Public Safety-California column for another fun filled month. Mike is on "leave" this month, so the typewriter got dropped into my lap again. OUCH - that thing's heavy!
We've got a lot of material to cover, so I guess I don't get to ramble on too long right here. Can you believe, it's been a year since the 1984 Summer Olympics were in Los Angeles. All those frequencies keeping all of our scanners busy to the max!
Have you guys & gals been keeping up with the new law that may restrict monitoring of frequencies above 800 MHz. The main concern is over privacy of cellular telephones. There was an extremely interesting article in the Los Angeles Times on May 14, 1985. If you get a chance, go to your local library and check it out-it is worth your time. It also discussed civil liberties, expectation of privacy, search and seizure, warrants, use of cordless phones and computer data bases, etc. It covers confidentiallity issues of communications via the telephone, radio telephone, ie celleluar phones, etc and microwave systemes, etc. Don't miss it, it may mean restrictions being placed on our hobby. Mention was made reference a "scanner manufacturer in Indiana" that sells a radio which monitors cellular phone conversations "which are better than some soap operas". Wonderful publicity - AND NOW ON TO OUR COLUMN:

From FRED (NM-005):

After not hearing any traffic on 45.76 MHz here for 6-8 months, I began to suspect that a new frequency was being used. 45.76 MHz was the frequency for miscellaneous county agencies such as parks and facilities, roads, building department, etc. The latest edition of Police Call Volume 9 shows a new frequency pair which produced instant results: 153.925 MHz input and 153.92 MHz output is the new system for these agencies. There are 3 tone controlled mountain top repeaters at Conway Summit, Lincoln Mountain (Mammouth) and Pine Grove (Lyon County, Nevada-serves Northern Mono County).

Now that I can hear all county agencies countywide, I'm beginning to figure out why all Mono Sheriff units (numbers) begin with "8"

3	Fire Districts	(on 153.86 MHz & 154.43 MHz)
5	Road Department	
6	Animal Control	(on 154.80 MHz - Sheriff's Dept frequency)
7	Parks & Facilities	
8	Sheriff's Department	

Numbers 1, 2, 4, and 9 have not yet been heard so I can not tell what those digits signify. I will advise when I firgure them out.

Fire Districts are numbered as follows:

3000	White Mountain FPD
3100	Swall Meadows Fire Company
3200	Long Valley Fire District
3300	Mammoth Lakes FPD
3400	June Lakes FPD
3500	Lee Vining FPD
3600	Bridgeport FPD
3700	Antelope Valley FPD

The lowest number is the furthest south and the highest number is the most northern in the county.

From FRED (NM-005):

LONG VALLEY CALDERA

CONTINGENCY PLANNING

Long Valley is located east and south of the town of Mammoth Lakes, California, approximately 25 miles northwest of Bishop in California's Eastern Sierra Region. This region is characterized by some of the most impressive scenery in the United States due to the steep, eastern escarpment of the Sierra Nevada. Tourism is by far the most important industry for both counties (Inyo and Mono) of the region. The outdoor recreation use here is approximately six million visitor days annually with camping, fishing, wilderness travel and skiing being the most important uses. The region's two largest towns, Bishop and Mammoth Lakes, each number approximately 4,000 persons, and the region as a whole ranks as one of the most sparsely populated areas of California. The population of the counties is routinely outnumbered by recreationists throughout the year, the majority of whom are Southern California residents. Adjacent to the newly incorporated town of Mammoth Lakes is the Mammoth Mountain Ski Area which generates more skier days than any other ski area in the nation.

In the middle of the region in southern Mono County lies the Long Valley Caldera. The western edge of the caldera includes the eastern edge of the town of Mammoth Lakes. For those of you who aren't familiar with what a caldera is, it differs from what is commonly called a volcano in that a mountain or cone is not formed. Instead, the magma or molten rock moves up close to the surface of the earth causing the crust of the earth to collapse over a broad flat area. Calderas can be recognized as having a broad flat bottom with a relatively low rim around it. The differences between a caldera and a volcanic cone are readily apparent by picturing the most famous volcanic structures in the nation. Crater Lake, a caldera, is obviously different from Mount St. Helens, a volcanic cone. They are similar to each other in that they are both caused by magma reaching the surface of the earth.

The Long Valley Caldera erupted some 700,000 years ago in what scientists estimate was the largest volcanic event known to man. Ash from that explosion was deposited as far away as eastern Kansas in quantities which are measurable today.

Earthquake activity began to increase in the Long Valley area in 1978. In May, 1980, the town of Mammoth Lakes experienced a series of earthquakes which were historically unprecedented and included four magnitude-6 earthquakes within 48 hours. Since then the depths of origin of earthquake swarms appear to have become shallower. These events are thought to have been generated by rising magma in the caldera. Surveying in the area in October of 1980 revealed that a dome in the western part of the caldera had bulged upward about ten inches, possibly within the previous two years.

In January, 1982, increased activity was noted in the area's hot springs. In January, 1983, a new swarm of earthquakes developed which appeared to be more intense than previous swarms.

These events caused the Unites States Geological Survey to issue in May, 1982, a Notice of Potential Hazard, which is the first of three levels of potentially hazardous geological conditions. Level I is defined by the U.S.G.S. as follows:

> "Information exists as to the location and possible magnitude of a potentially hazardous geological condition. However, available evidence is insufficient to suggest that a hazardous event is imminent or evidence has not been developed to determine the time of occurence."

The business community in Mammoth Lakes is especially sensitive to the amount and type of publicity the hazard may generate. They believe that if the tourists are afraid to visit the area, business will suffer. The business community has a motive of economic survival which is completely understandable by everyone. The facts that sufficient warning to allow an orderly evacuation is anticipated and that this event could take place soon, years from now, or never, are not always clear in the public's mind.

Because of this sensitive situation, the reaction to the situation was mixed at first. A high profile of planning for the event may have aroused fear, while not planning for the event might catch everyone unprepared.

To date the County of Mono and the California Office of Emergency Services have prepared draft contingency plans. Because the town of Mammoth Lakes is surrounded by National Forest lands and because most of the visitors to the area occupy National Forest lands, the Forest Service developed the Long Valley Caldera Contingency Plan. This plan was developed by the Inyo and Toiyabe National Forests and was compiled by the former Fire Management Officer on the Gifford Pinchot National Forest. This individual gained a lot of expertise as director of the Volcano Emergency Coordinating Center for Mount St. Helens.

The Forest Service plan revolves around the evacuation and closure of the two National Forests. It proposes to participate in a Unified Command which will be used to coordinate the efforst of the county, state, and federal agencies. The planning was completed at a time when the Forest Service is instituting the Incident Command System (ICS) nationawide and calling it the National Interagency Incident Management System (NIIMS). ICS was developed as a result of the FIRE-SCOPE program in Southern California.

Of most interest to RCMA members is the communications planning. The state and county plans are relying on existing communications networks including the existing communications system of OES and the county supplemented by the large communications vans of the OES. The county plan calls for the ordering of a BIFC cache radio system for tactical communications.

The Forest Service plan calls for considerable upgrading of the existing systems for the Inyo and Toiyabe National Forests. Of primary concern is the fact that the microwave path for telephone south from Bridgeport, the Mono County seat, goes through the caldera area. The possibility of an interruption of telephone service is likely since no other microwave paths are available. The Toiyabe National Forest has recommend3d that a Forest Service-owned microwave link be installed with a path north. In addition, it is proposed to purchase a number of HF radios to establish a link between the Bridgeport Ranger Station, Lone Pine Ranger Station, Inyo National Forest Dispatch, and Toiyabe National Forest Dispatch. This is interesting in that HF hasn't been used by the USFS in quite some time, as far as I know.

In addition, a communications planning team recommended that new radios be purchased for both forests containing 16 channel capability. The channeling plan is as follows:

	TOIYABE			INYO		
	T	R		T	R	
1	169.875	169.875	Pri. Simplex	168.125	168.125	1
2	170.475	169.875	Pri. Repeater	168.725	168.125	2
	---	---	Sec. Simplex	170.525	170.525	3
	---	---	Sec. Repeater	171.500	170.525	4
3	169.125	169.125	Calling/Tactical	169.125	169.125	5
4	170.000	170.000	Air-to-Ground	170.000	170.000	6
5	168.025	168.025	Air 1 *	168.025	168.025	7
6	168.650	168.650	Air 2 *	168.650	168.650	8
7	168.350	168.350	Interagency	168.350	168.350	9
8	168.775	168.775	Cache Simp. +	168.775	168.775	10
9	168.175	168.775	Cache Rep. +	168.175	168.775	11
10	168.200	168.200	TAC 2	168.200	168.200	12
	+6		Assigned Locally	+4		
			Service Net/Project/Coop etc.			

*Use may not be same in Region 5
+Possible problems--may need to be BIFC frequencies

In May of 1984 the Forest Service hosted "Operation Ready" at the Bridgeport Ranger District warehouse. Inyo County, Mono County and OES participated in the exercise which was to practice the use of the Incident Command System and Unified Command on a mock evacuation following a large disaster. USFS personnel from both Regions 4 and 5 participated,with many people experienced in ICS from the Southern California forests.

The following details the existing communication system in the eastern Sierra.

EASTERN SIERRA AREA - RADIO COMMUNICATIONS SYSTEMS

AGENCY	MOBILE	BASE	REPEATER LOCATIONS & COMMENTS
California Department of Fish & Game	159.42 MHz	151.43 MHz	Pine Grove, Lyon Co, NV Conway Summit, Mono Co, CA Silver Peak, Inyo Co, CA Rogers Peak, Inyo Co, CA NOTE: Also provides communications to Bodie State Park (Ghost Town) DISPATCH POINTS: Mono S.O. - Bridgeport Inyo S.O. - Independence
California Highway Patrol	42.18 MHz "BLUE" Channel	42.34 MHz	Pine Grove, Conway Summit, Silver Peak, Crestview DISPATCH POINTS: Bishop CHP - Day Bishop PD - Night
CalTrans	800 MHz		(Finally - the MX7000 arrives!!)
Office of Emergency Services (OES)	154.98 MHz	153.755 MHz	Sherwin Summit - NOT linked to remainder of State via microwave NOTE: Planned for Pine Grove which will link to microwave via a peak in the Tahoe area.
Office of Emergency Services (OES) FIRE	Not available		NOTE: Frequencies are usally 154.22 MHz w/33 MHz channel input
California Department of Forestry (CDF)	159.30 MHz	151.355 MHz	Conway Summit, Silver Peak Mazourka Peak, Inyo Co. 6700 series units
Civil Air Patrol (CAP)	143.90 MHz	148.15 MHz	Silver Peak
MONO COUNTY AGENCIES			
Sheriff	155.70 MHz	154.80 MHz	Silver Peak, Conway SUmmit, Pine Grove, Sonora Junction, Lincoln Mountain
County Fire Dispatch	155.76 MHz	153.86 MHz	Lincoln Mtn, Conway Summit, Pine Grove. NOTE: Planned system not entirely in place. South County now being dispatched on this frequency.
Tactical	154.43 MHz	154.43 MHz	
EMS	155.895 MHz	154.025 MHz	Conway Summit, Silver Peak, Pine Grove. Ambulance to hospital
Mountain Rescue	154.16 MHz	154.16 MHz	Simplex (Ch 3 in Sheriff radios)
CLEMARS	154.92 MHz	154.92 MHz	Mutual Aid (Ch 4 in Sheriff radios)
Miscellaneous Agencies ie: Parks, roads, planning, building, etc.	158.925 MHz	153.92 MHz	Conway Summit, Lincoln Mountain, Pine Grove
INYO COUNTY AGENCIES			
Sheriff	155.415 MHz	154.725 MHz	Silver Peak, Cerro Gordo, Roger's Peak
County Fire	154.43 MHz	154.43 MHz	Simplex - No repeater system planned

Public Works	156.050 MHz	153.80 MHz	Same as Inyo Sheriff
EMS	155.895 MHz	154.025 MHz	Same as Inyo Sheriff
Mountain Rescue	155.16 MHz	155.16 MHz	Simplex

MISCELLANEOUS AGENCIES

Amateur Radio	146.52 MHz	146.52 MHz	Simplex
RACES & ARES Teams	146.34 MHz	146.94R MHz	Silver Peak
	147.87 MHz	147.27R MHz	June Mountain
	449.650 MHz	444.65R MHz	Silver Peak
	147.66 MHz	147.06R MHz	Biship
	146.19 MHz	146.79R MHz	Cory Peak, Mineral Co, NV
"HOTLINE"	458.00 MHz	453.00 MHz	Inyo - Mono Counties Law Enforcement point to point network. Utilizes State microwave system.

JUNE LAKE AREA AGENCIES

Public Utilities Dist.	154.995 MHz	154.995 MHz	
City of Los Angeles	153.935 MHz	153.935 MHz	Crowley Lake - Parks & Recreation
Eastern Sierra Unified School District	155.955 MHz	153.980 MHz	Repeater @ Conway Summit
Mammoth Schools	155.205 MHz	155.205 MHz	

CITY OF BISHOP AGENCIES

Police	155.01 MHz	155.01 MHz	
Fire	154.43 MHz	154.43 MHz	
Local Government	154.965 MHz	154.965 MHz	
Ambulance	155.265 MHz	155.265 MHz	Private
Elementary Schools	155.220 MHz	155.220 MHz	
High School	155.295 MHz	155.295 MHz	

USFS - INYO NATIONAL FOREST

Forest Net	168.725 MHz	168.125 MHz	Keynot Peak, Cerro Gordo, Orlancha Peak, Warren Peak, Glass Mountain, Mammoth Mountain, Silver Peak, Piper Peak
Service Net	171.500 MHz	170.525 MHz	Silver Peak only

Bureau of Land Management (BLM)

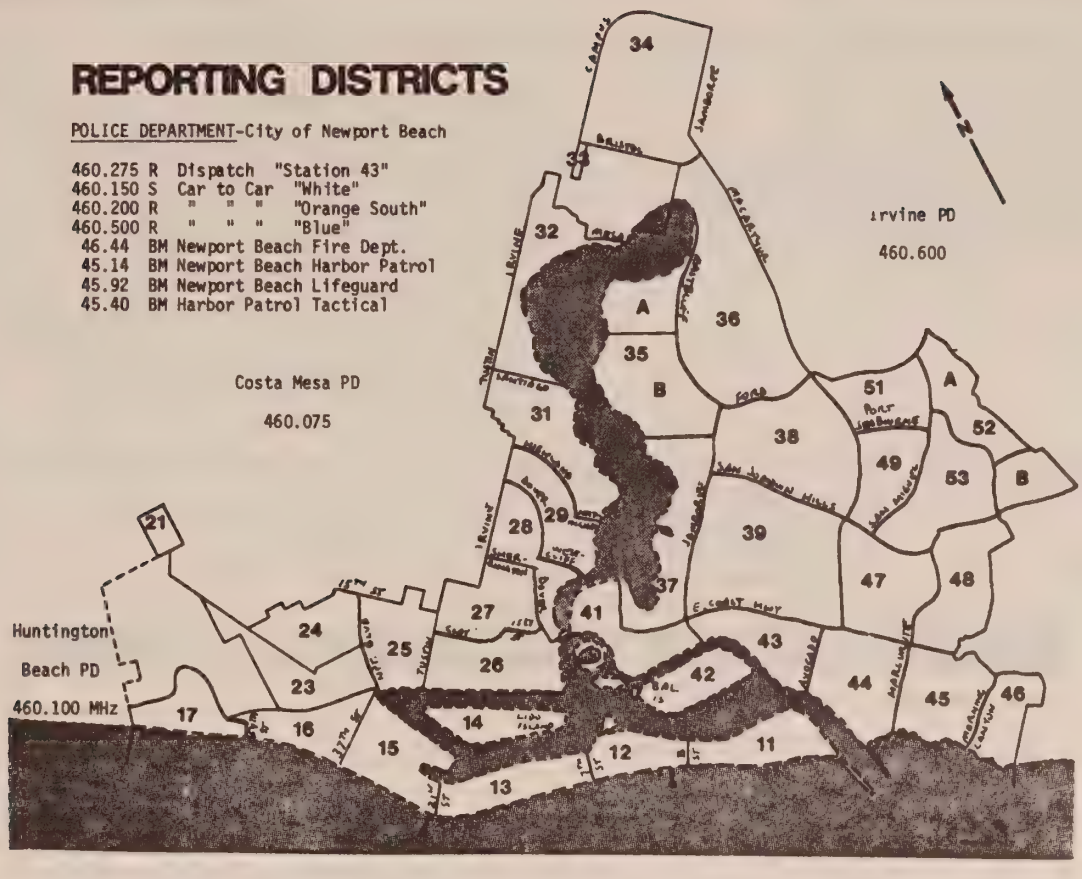
Bishop Resource area/ Bakersfield District	167.075 MHz	166.485 MHz	Silver Peak, Cargo Peak, Rogers Peak, Potato Peak

USFS - TOIYABE NATIONAL FOREST

Forest Net	170.475 MHz	169.875 MHz	Remote Base - Masonic Mountain Repeaters - Mean Peak, Cory Peak

The Inyo National Forest is tied into South Zone net and the Toiyabe National Forest is tied into North Zone net. Although these are Region 5 Nets, the Toiyabe in Region 4 which boarders five Region 5 forests, is heavily involved in its operations due to the resources of each being close to each other. In the event of a disaster, both nets would no doubt provide interesting listening.

South Zone may be found on 415.550 R MHz and Air Dispatch on 415.525 R MHz.



NOTE- (R)= REPEATER (IN) REPEATER INPUT (S) SIMPLEX (M) MOBILE UNITS ONLY
(P)= PORTABLES ONLY (B) BASE ONLY (NTF) NARCOTICS TASK FORCE

SAN DIEGO-EAST COUNTY

HEARTLAND FIRE 154.205 (S) 154.250 (M)- TACTICAL('EAST TAC')

155.085 (S)- 'RED'- COUNTYWIDE COMMAND CHANNEL FOR MAJOR INCIDENTS

154.280 (S)- WHITE 1- STATEWIDE

155.985 (S)-'STATION F'- OFFICIALLY A PUBLIC WORKS CHANNEL, ALL EL CAJON FIRE UNITS AND PD UNITS HAVE IT. FIRE DISPATCH CAN TRANSMIT AND RECIEVE ON THIS FREQUENCY, BUT PD DISPATCH CAN ONLY MONITOR IT. ECPD CHANNEL DESIGNATION IS '6'.

46.120 (S)- CREST FIRE DEPT. PRIMARY, ALPINE SECONDARY FREQ. 'YELLOW', OR JUST 'LOW BAND'.

153.890 (M)- HEARTLAND SECONDARY TACTICAL CHANNEL 'SOUTH TAC', PRIMARY TACTICAL FOR SOUTH BAY FIRE.

154.295 (M)- WHITE 3- ALTERNATE TACTICAL, PRIMARY FOR SAN DIEGO CITY.

AGENCIES DISPATCHED BY HEARTLAND- EL CAJON, LA MESA, SANTEE, LAKESIDE, SPRING VALLEY, LEMON GROVE, ALPINE, AND BOSTONIA.

STATIONS-
1,2,3, LAKESIDE (4102-04 DUTY CHIEFS)
4,5 SANTEE (4202-04 DUTY CHIEFS)
6,7,8,9 EL CAJON (4303- DUTY CHIEF)
10 LEMON GROVE (4501-02 DUTY CHIEFS)- E31 AT THIS STATION ALSO
11,12,13 LA MESA (4403 DUTY CHIEF)
14,15,16 SPRING VALLEY (4602-04 DUTY CHIEFS)
17 ALPINE (4701 CHIEF)
18 CREST (4801 CHIEF)
19 BOSTONIA (4901 CHIEF, 4903-08 DUTY CAPTAINS) (E35 HERE ALSO)

ADDITIONAL FREQUENCIES, LOCAL AREA

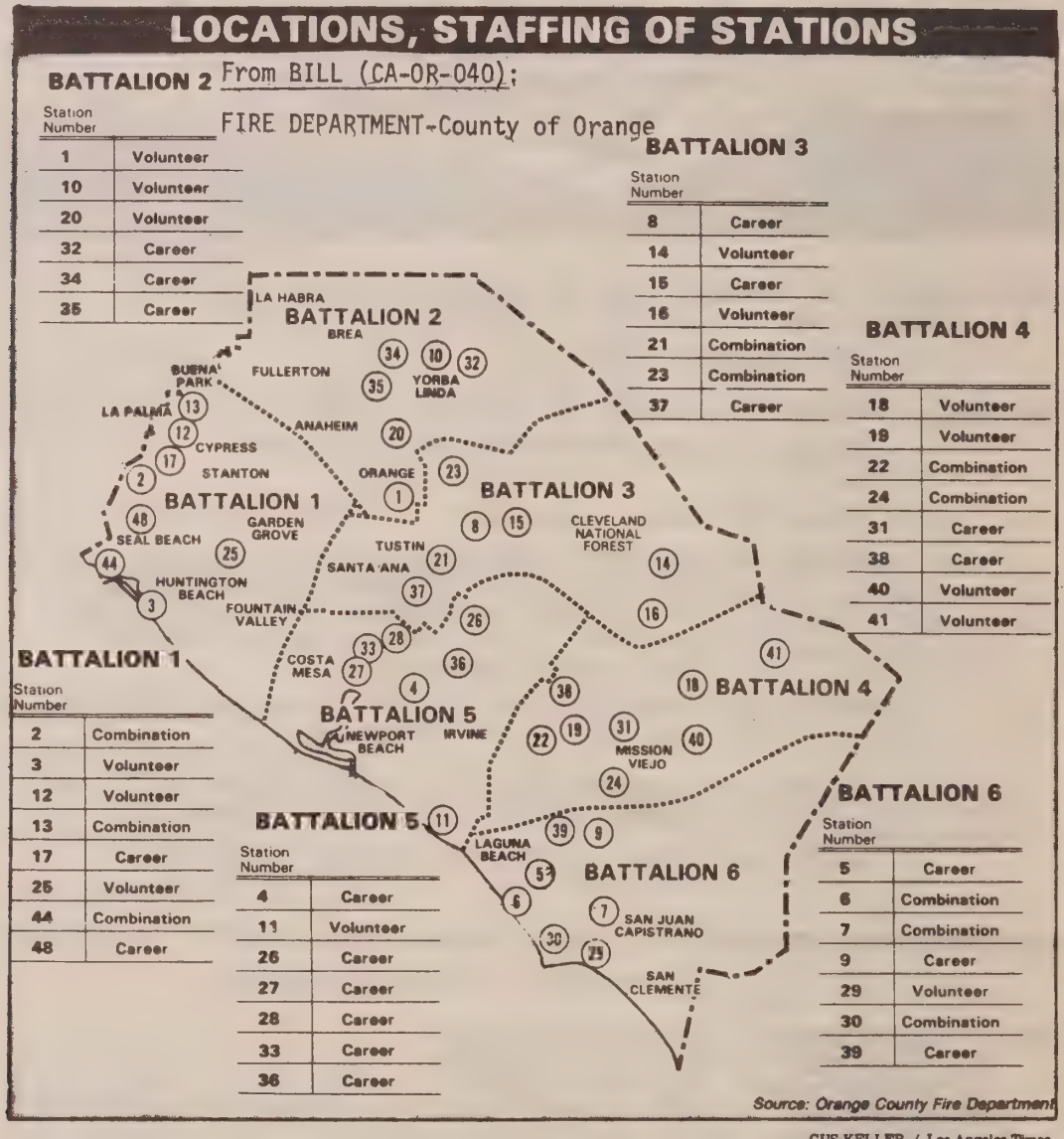
155.625 ECPD (GREEN) (S)
155.310 ECPD F-5 (S)
153.845 (R) LA MESA PD
155.205 (S) HARTSONS AMBULANCE
463.050 (B) GROSSMONT HOSPITAL
468.050 (M) PARAMEDICS

SAN DIEGO SHERIFFS OFFICE

F-1 453.725 (M) CAR TO CAR
F-2 453.750(R)/458.750(IN) NORTH COAST
F-3 453.925(R)/458.925(IN) NORTH INLAND
F-4 453.500(R)/458.500(IN) EAST
F-5 453.950(R)/458.950(IN) SOUTH
F-6 453.400(R)/458.400(IN) ADMIN/PAGERS
F-7 453.575(R)/458.575(IN) INQUIRY
F-8 453.100(R)/458.100(IN) EMERGENCY
F-9 453.425(R)/458.425(IN) NORTH TACTICAL
F-10 453.825(R)/458.825(IN) SOUTH TACTICAL
F-11 453.425(S) NORTH TAC CAR TO CAR
F-12 453.825(S) SOUTH TAC CAR TO CAR
453.250(P) SWAT OPS

NOTES ON SDSO - NORTH CO. UNITS USE NORTH TAC FREQUENTLY FOR CAR TO CAR IF THEY ARE OUT OF RANGE FOR SIMPLEX COMMUNICATION.
THE SWAT FREQ. IS PORTABLES ONLY AND TRANSMISSIONS WILL ONLY BE HEARD IN THE IMMEIDIATE AREA OF THE INCIDENT.
EAST CO. JAIL USES F-12 FOR OPS (BASE STA. 50 DAVID)
NIF USES F-12 AND CAN SCRAMBLE IT.

Submitted by
SCOTT (CA-SC-070)



GUS KELLER / Los Angeles Times

Map shows the location of Orange County Fire Department stations, and the way each is staffed.

RADIO SYSTEM-Orange County Fire Department

Freq 1	46.14	Dispatch	Station 91
Freq 2	46.06	Mutual Aid	
Freq 3	46.48	Command/Coordination	
Freq 4	46.42	" "	
Freq 5	46.38	Airport Crash & Tactical	

From the P.S. California Mailbag (Editorials by ERIC (CA-LA-045))

From CHUCK (CA-SD-008):

This is regarding March 1985 PS California article by Rene (CA-SO-018). I monitored on a MX-5000 all of the 74 MHz freqs in Rene's list. I didn't hear anything yet, but I am going to try another antenna tuned to 74 MHz. Then I had another idea. Months ago on my BC-250, I heard CHP traffic on 54.18 and 50.86 MHz. These are actually images of the frequencies 75.78 (Mobile-San Diego) and 72.46 (Office 108-El Cajon/San Diego Dispatch). Add 21.6 MHz and I hear them on my MX-5000 also!

I haven't found the El Cajon CHP office uplink & downlink yet! The radio traffic is so much clearer on the 74 MHz uplinks. On the 42 MHz freqs, I can hear the mobiles. I think I will now become an avid CHP listener.

On another subject: 158.910 MHz is used by San Diego PD at San Diego/Jack Murphy Stadium events. Usage is traffic control only. No patrol cars or base stations have this freq-only motorcycle units and hand helds.

San Diego PD has 3 S.T.A.R. teams that patrol any area (usually high crime areas). ID's are 920 - 930 Xray for unmarked cars. ID's are Mary 3, Mary 4, etc for motorcycles. Their operations are on "TAC" 155.685 MHz. They also use a helicopter leased from Montgomery Field. ID is 1201 ("Twelve-Oh-One")

153.875 MHz (SDSO) is now a repeater input to the San Diego Fire Department Frequency 8 (on scene channel), output frequency is 154,085 MHz. I don't know what is going on with 154.755 MHz - I haven't heard anything for days. For now, San Diego PD refers to 154.92 MHz (CLEMARS) as "F-6".

155.025 MHz - When I looked at my notes, they show Del Mar Fire - KQS633. It may still be a MED-NET, but I haven't heard anyone talk yet. Del Mar Fire Department is now being dispatched by San Diego Fire Department on 154.31 MHz. It appears that some small communities are contracting with San Diego Fire for dispatching. I hear some Del Mar, Ramona & Encinitas Fire responses start on 154.31 MHz.

I have been listening to CHP on 42.34 MHz (BLUE). I hear El Centro all the time talking. On some mornings between 0600 and 1000 hrs, I hear "AIR 61" (airplane) and "K" units (Mustangs?!) clocking speeders. Do you know if AIR 61 is from El Centro or am I hearing traffic from Orange or LA County? They never give their location, but I think they are on Interstate 8 near Mountain Springs Grade.

Now for some more freqs (freaks?!):

415.425 MHz	"Channel 3" KMB753	Cleveland National Forest
450.0375	KUSI TV Channel 51	San Diego Microwave Control & Director/Studio Cue
450.2375	KGTV TV Channel 10	San Diego Microwave Control (KRU429)
156.15	Marine Channel 3	San Diego Harbor Police - F1 - Harbor Operations
155.895	" " "	" " " " F2 Airport "
156.850	" " 17	" " " " TAC
156.60	" " 12	" " " " Public access channel

From MIKE (ID-001):

Mike found an interesting article in the Los Angeles Times entitled "Sheriff's ready to put up his Dukes". Actually, the Orange County Sheriff's Department has obtained two new Hughes 500E helicopters. The new birds were christened DUKE I and DUKE II, in honor of the Duke, John Wayne. The 2 new choppers were honored with a broken bottle of tequila. John Wayne's children were present at the ceremonies.

From ED (CA-RI-013):

Ed found an article which tells how the Riverside City Council will be saving approx $15,000 annually by staffing the Riverside Fire Department's fire prevention with civilian employees instead of fireman as is presently done. The old positions will be eliminated by attrition. A battalion chief and an arson investigator will remain with new civilian personnel being added.

Ed also tells us that the Riverside County/California Department of Forestry have begun a new numbering system of chiefs, service units, etc. He will send us this new listing as soon as his intelligence gathering network intercepts a copy.

In another article, Ed shares with us information that the San Bernardino County Sheriff's Department has asked the county for a new $7 million dollar radio communications system. Presently, the County Sheriff's radio system only covers 1/3 of the area it should be able to cover, "leaving many dangerous dead spots". Sheriff Floyd Tidwell, SBSO, stated that the inadequacy of the present radio system was really made evident during the major Panorama Fire in 1980. The Sheriff also states that they are unable to communicate with CDF (Forestry)

and other county offices. The sheriff also said present radio equipment is "totally unacceptable for emergency services". The proposed plan calls for integrating sheriff's department communications with CDF and other county agencies.

Present San Bernardino Sheriff Radio System is:

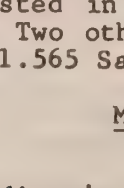
F1	155.97	Dispatch	Other frequencies have been added in Victorville
F2	155.91	Dispatch	and other areas. Presently, 159.21 MHz is used as
F3	154.92	CLEMARS	a repeater output for 155.97 MHz at the primary
F4	154.74	Mountain Dispatch/main dispatch-station.	

In an annomously sent article, the US Forest Service and NASA have joined forces to combat forest fires in Los Angeles County. Actually, NASA is going to fly one of their ER-2 jets, an advanced version of the high altitude U2, on a special mission for USFS. They plan to fly over the San Gabriel and Santa Monica mountains in an effort to determine what is killing off all of the chaparral and brush in the mountains. The flight will be checking several things, including photographing the area with special infrared and ultrasensative (heat) film. USFS thinks the brush may be dying from some kind of fungus or insect, but have many questions.

From G.W. SCOTT (CA-SD-058):

Scott is asking the general membership for assistance on any information covering the San Bernardino area of Southern California. He is mainly interested in taxis, bus lines, tow trucks, security services, ambulances, gas & electric companies, cable TV companies, and alarm companies. Anyone able to help Scott, please write to him at 7132 Dundee Ave, Highland CA 92346.

Well, it looks like we survived another month. Again, I apologize for no articles in a recent issue. What can I say, we all mess up now and then, right? Look for a big write up about the City of Pasadena in an upcoming issue. This will include a corrected & updated frequency list for the Tournament of Roses Parade. Also upcoming, is a big exciting climax to the Los Angeles Summer Olympics. We have about one more article coming, written by a member "who was there!". Send in your favorite frequencies from your local area. Also, don't forget to take your scanner(s) with you when you go travelling this summer and fall. Send in all of your findings and we will share them with the entire membership.
Until next time, keep listening.... ERIC (CA-LA-045) '73s



Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Jeff Lee (CA-OR-012) writes: "Just a short note to tell you how much I enjoyed your "Talking Defect Detectors" article in the 6/85 Newsletter. I may start listening to RR after all! If you have any good freq. info. for San Diego RRs, feel free to send it." Thanks for your nice comments, Jeff. I'ts always a pleasure to hear that one's efforts are appreciated. We don't know of any talking detectors yet in the San Diego area, but you can get acquainted with railroad radio by monitoring 160.650 (Santa Fe Railway) or 160.665 (San Diego Trolley). The San Diego & Imperial Valley is also operating in your area and may be using 160.530, which was used by its predecessor San Diego & Arizona Eastern. If you're able to confirm this one, we'd be interested in hearing about it; we've had no report since SD&IV took over. Two other unconfirmed channels: 161.055/161.475 Amtrak police, and 161.565 San Diego Trolley police.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

by C. W. BARTHOLOMAI (GA-001)

[Editor's Note: We received a list of MARTA frequencies, with unknown uses, from Joe M. Lewis (MD-015). It included one frequency which we had not heard about, 452.375. We also noticed that 452.775 was listed as MARTA police in the Public Safety South East column of the April Newsletter, but our records showed that as their road

channel. So we asked Bart to check out all the MARTA freqs for us. Here is his report:]

MARTA Rail is using 452.375. This seems to be the routine road frequency with many more transmissions than 452.775 although there could be some geographical bias in my reception. While I do receive routine transmissions between Central Control and trains on 452.775, I have also heard transmissions between Central Control and individuals identified by numbers in the 8600's, and between such individuals, who are presumably station personnel, concerning deenergizing and platform closings.

Police-type transmissions identifiable as MARTA by mention of station names or numbers are on 452.475. Police units or individuals are apparently numbered in the 600's.

"Maintenance", as you list 452.875, is a much better term than "Maintenance of Way" as all the transmissions I hear relate to equipment. Maintenance personnel are apparently identified by numbers in the 400's although this does not appear to be as consistent as is police in the 600's. Transmissions relating to switch inspection are on the road channels; permission is obtained from Central Control on an individual basis. I presume any maintenance of way would largely be at times when trains are not running—and when I am asleep.

[Thanks, Bart, for the excellent report.]

DISNEYLAND & KNOTT'S BERRY FARM

by ROBERT STOFFEL (CA-OR-026)

A correction to the list in the June Railroads Column: Steam trains at Disneyland, Calif. are now using 464.4875. Steam trains at Knott's Berry Farm (Buena Park, Calif.) operate on 154.600 and 154.570.

JUNCTION VALLEY RR

Gary Sturm (IN-045) reports that this RR is using CB Radio channel #5. It is a 1/4-sized railroad at Bridgeport MI, 5 miles west of Frankenmuth MI.

WISCONSIN & CALUMET

by BILL FARMER (CA-VE-010)

Following the bankruptcy on December 11, 1984, of the Central Wisconsin, a new company was formed to take over operations on some of its lines. The Wisconsin & Calumet is a subsidiary of Chicago, West Pullman & Southern and is using CWP&S's radio frequency of 160.215. The lines being operated run from Freeport, IL to Madison, WI (92 miles) and from Monroe WI to Janesville WI (33 miles). The office and radio base station are at Monroe, where the lines intersect.

MICHIGAN-WISCONSIN FERRY SERVICE

A brochure issued by MWF indicates that they are operating only between Ludington MI and Kewaunee WI this year. Service to Milwaukee has been discontinued. The carferry "City of Midland" was built in 1941 for the Pere Marquette Railway Company, which was later absorbed by Chesapeake & Ohio. It carries passengers, automobiles, and railroad freight cars. The schedule shows two round trips daily through September 14, then one round trip Tuesday through Saturday except Holidays, through June 13, 1986.

PORTLAND, OREGON LIGHT RAIL TRANSIT

by BILL FARMER (CA-VE-010)

A visit on May 14, 1985 provided a chance to monitor Tri-Met's frequencies which were reported earlier by George DuBois in this column. Construction was underway all along the route and the single track between Ruby Junction and Gresham was completed. Some of the light rail vehicles (LRVs) have been delivered and one was making test runs over the completed track segment. The future yard channel, 452.875 (simplex), was being used for the vehicle testing, while the future road channel, 452.325 (repeater out) was being used by construction supervisors.

EUREKA SOUTHERN

by BILL FARMER (CA-VE-010)

The summer schedule of passenger service, operated by Redwood Coast Railway Company, began as planned on Memorial Day weekend. Your editor rode a sold-out train from Willits, California to Eureka and back. Southbound passenger trains leave Eureka Fridays and Sundays at 9:15 a.m., while northbound trains leave Willits Saturdays and Mondays at 11:15 a.m. Eureka Southern's southbound freight trains run daily except Sundays and Mondays, while northbound freights run daily except Saturdays and Mondays. Freight crews go on duty at 7:00 a.m., but this may be later on days when passenger trains run.

Confirming our report last month, Eureka Southern channel #1 is 161.520, while channel #2 is 161.550. Channel #2 is the Northwestern Pacific road channel. As of late May, licenses were on hand but the remote base stations in the Eel River Canyon had not yet been changed over from 161.550 to 161.520. Channel #2 was still the primary channel, but it was expected that the changeover to channel #1 would take place in late June. Channel #2 will be retained for coordination with Northwestern Pacific at Willits, since Eureka Southern enters Willits over trackage rights on NWP from Outlet (3 miles north). The repeater near Willits with output on 160.800 was heard in operation as well. It is not known whether it will continue in NWP service with input on 161.550, or be switched to Eureka Southern's new channel #1 with input on 161.520.

AAR FREQUENCY ASSIGNMENT PLAN CHANGES

Part II — Major Railroads A-B

Last month we reviewed additions, deletions, and changes for shortlines in the Association of American Railroads Radio Frequency Assignment Plan dated October 1984. This month we'll begin covering the major railroads.

Railroad	Location	Frequency	Comments
Amtrak	San Diego, CA	161.055	Added-police
		161.475	Added-police
	Chicago, IL	160.245	Deleted
		160.365	Added
		160.395	Added
	KY, TN, LA, AR, IL	161.205	Added-police
	New Orleans, LA	160.335	Added
		161.415	Added
	NM, AZ, NV	452.900	Added
(for Auto-Train?)	VA, NC, SC, GA, & FL	160.845	Added
(end-of-train telemetry for Auto-Train?)		457.9375	Added
Atchison, Topeka & Santa Fe			
	Entire system	161.205	Added-police
		457.9375	Added-telemetry
	Hope, AZ	452.900	Added
	Yarnell, AZ	457.900	Added
	Cadiz, Rice, CA	452.900	Added
		457.900	Added
	Fresno, CA	452.900	Added
		457.900	Added
	Richmond, CA	160.905	Added
	Boise City, CO	161.475	Added
	Lamar, CO	160.245	Added-PBX
	Sedalia, CO	160.335	Added-PBX
	Springfield, CO	161.475	Added
	Chicago, IL	160.245	Added-PBX?
	E. Peoria-Crandall,IL	160.440	Added-N&W Road
	Garden City, KS	161.085	Added
	Kinsley, KS	160.425	Added-PBX
	Lyons, McPherson, KS	161.355	Added
		161.400	Deleted
	Scott City, KS	161.085	Added
	Wellington, KS	160.440	Deleted
		160.485	Added
	Wichita, KS	161.250	Added-MP

Railroad	Location	Frequency	Comments
	NE & KS	161.565	Added
	Clovis, NM	160.245	Added-PBX
		160.725	Added
		452.900	Added
	Mosca Peak, NM	160.245	Added-PBX
		160.725	Added
	San Mateo, NM	160.245	Added-PBX
		160.725	Added
	Amarillo, TX	160.440	Added
		160.935	Added
	Beaumont, TX	161.415	Added-SP
	Bovina, TX	160.335	Deleted
	Coperas Cove, TX	161.385	Added
	Dallas, TX	160.260	Added-KCS Road
		161.100	Added-BN Road
		161.190	Added
	Dumas, Masterson, TX	161.265	Added
	Ft. Worth, TX	161.100	Added-BN Road
		161.190	Moved to Dallas
	Horton, Jasper, TX	161.385	Deleted
	Long Pt.-Stephenville TX	452.900	Added
	Panhandle, TX	452.900	Added
		457.900	Added
	Spur Mtn-Goldthwaite TX	452.900	Added
	Summerfield, TX	160.335	Added-PBX
	Temple, TX	161.385	Added
		161.475	Added
		457.900	Added
		457.900	Added
Boston & Maine	Entire system	160.530	Added-D&H Disp
		160.590	Added-D&H Road
		160.620	Added-MEC Road
		161.250	Added-MEC Yard
Burlington Northern	Ashdown, AR	160.335	Added
		160.905	Added
	Colorado Springs, CO	160.620	Added-PBX
	Merino, Walsenburg, CO	160.620	Added-PBX
	Brighton, Trinidad, CO	160.620	Added-PBX
	Wray, CO	160.620	Added-PBX
	Albia, IA	160.440	Added-N&W Road
	IL	160.395	Added
	Chicago, IL	160.605	Deleted
	Galesburg, IL	160.305	Added
		160.365	Added
		160.620	Added-PBX
		160.845	Added
		160.905	Added
		161.385	Added
		161.445	Added
		161.475	Added
	Mendota, IL	160.620	Added-PBX
	MN, WI, NM	160.620	Added-PBX
	St. Paul-Bayport, MN	160.890	Added-C&NW Road
	Joplin, MO	160.995	Added
	Seeley, MT	452.9125	Added
		457.9125	Added
	Beulah, ND	452.9125	Added
		457.9125	Added
	Lincoln, Omaha, NE	160.890	Added-C&NW Road
	OR, WA	160.920	Added
		161.130	Added-PBX
		161.280	Added
	Portland, OR	160.965	Added
	Shelby Co., TN	160.230	Added
	Ft. Worth, TX	161.550	Added-SP Road

Again we ask that if you live near one of these railroads or plan to be traveling in a nearby area, punch the numbers into your scanner and let us know what you find. We'll continue this report as space allows. Happy traveling and monitoring to all!

—Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn, 160 Lester Dr., Orange Park, FL 32073

No mail received from the membership this month, so without further ado, on on with the Space Activity report for the month of April, 1985.

Space Acitivity Report
by Larry Van Horn

1985-27A Cosmos 1644 was launched April 3, 1985, by the USSR. Orbital elements are period 92.2 min, apogee 415 Km, perigee 349 Km, and inclination 70.4 degrees. Cosmos carried scientific instruments, a radio system for precise measurement of orbital elements, and a radio telemetry system. Satellite decayed April 17, 1985. (Short duration photo recon/ 19.989, 19.994 or 232 MHz.-LVH)

1985-28A Space Transportation System mission 51-D was launched April 12, 1985, from the Kennedy Space Center. Orbital elements were period 92.4 min. inclination 28.5 degrees, apogee 464 Km., and perigee 319 Km. On board the Discovery were crew members K. Bobko, J. Garn, M. Seddon, J. Hoffman, D. Williams, S. Griggs, and C. Walker. The payload included Telesat-1 and Syncom IV-3. STS-51D returned to Edwards AFB April 19, 1985. (Frequencies 259.7, 279.0, 243.0, 296.8, 2106.4, 2106.406, 2205.0, 2215.0, 2217.5, 2250.0, 2287.5, 15000.85 MHz.-LVH)

1985-28B Telesat-I was launched from the orbiting STS-51D on April 13, 1985, by NASA for Canada. Orbital elements are period 1432.3 min, inclination 2.9 degrees, apogee 35,770 Km and perigee 35,653 Km.(Ku-band 11703-12197/ 16 transponders- orbital location 107.5 degrees west-LVH)

1985-28C Syncom IV-3 was launched from the orbiting STS-51D on April 12, 1985, by NASA for the Leasat network. Due to a satellite failure, Syncom did not achieve geostationary orbit. A rescue mission is planned in the future to retrive and/or get the satellite working. Orbital elements are period 92.4 min., inclination 28.5 degrees, apogee 464 Km., and perigee 319 Km. (Frequencies/ 240-270 MHz.-LVH)

1985-29A Cosmos 1645 was launched April 16, 1985, by the USSR. Satellite was launched from Plestek on an A-2 booster rocket. Orbital elements are period 90.5 min., apogee 388 km, perigee 213 km and inclination 62.8 degrees. Satellite decayed April 29, 1985. (Short duration photo recon 19.989, 19.994, or 232 MHz.-LVH)

1985-30A Cosmos 1646 was launched April 18, 1985, by the USSR. 1646 was launched from Tyuratam spaceport on a F-1-m rocket booster. Orbital elements are period 93.3 min., apogee 441 Km, perigee 416 KM, and inclination 65.1 degrees. This satellite is an Elint Ocean recon.

1985-31A Cosmos 1647 was launched April 19, 1985, by the USSR. Orbital Elements are period 89.5 min., apogee 326 Km, perigee 169 Km, and inclination 67.1 degrees. Satellite was launched from Plestek on an A-2 booster rocket. This satellite has the characteristics of a military long duration photo recon.

1985-32A Cosmos 1648 was launched April 25, 1985, by the USSR.1648 was launched from Plestek on an A-2 rocket booster. Orbital elements are period 88.76 min., apogee 266 Km, perigee 194 Km, and inclination 82.3 degrees. This satellite appears to have the characteristics of an Earth Resources (Photo) class B satellite. Satellite decayed May 6, 1985. (Frequencies 19.992-LVH)

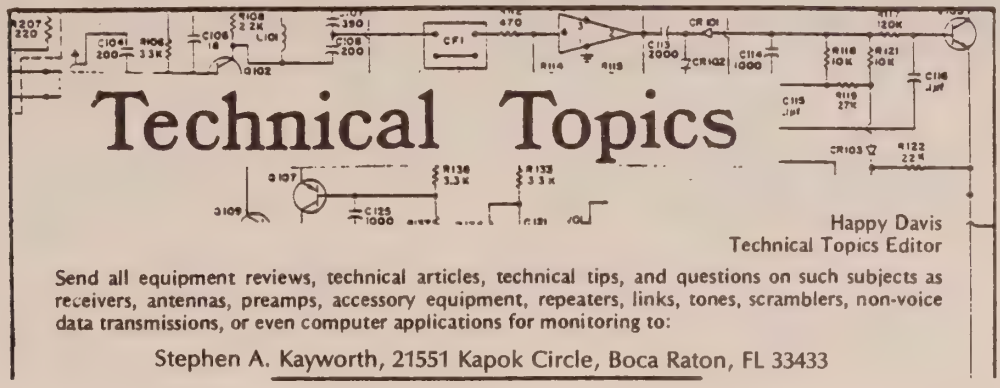
1985-33A Prognoz 10 was launched April 19, 1985, by the USSR. Orbital elements are period 5785.1 min, apogee 192,990 Km, perigee 837 Km, and inclination 64.8 degrees. This scientific satellite that is being used for solar studies was launched from Tyuratam on the Proton (D-1-e) booster rocket. (Frequencies/ 928 MHz area)

Not much more this month. At deadline time no mail from the membership in the old mailbox. Remeber your support is needed to keep this column in print.

If anyone is currently using a Regency HX5000 or 7000 for weather satellite

work please drop me a line. I would like to discuss the details of your setup for a possible article in Space Comm on using these two scanners for satellite (weather) reception.

Till next month, 73's and I hope to hear from you.



Technical Topics

Happy Davis
Technical Topics Editor

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

FILTER FACTS

One of my favorite pastimes is reading the newspaper with a good cup of coffee before I go to work in the morning. One thing that can really put a damper on the whole experience, though, is to find that the last sip from the bottom of the cup is more sludge than coffee. The bitterness remains long after the coffee is gone. When this happens, I can pretty well assume that something went wrong with the filter in the drip percolator. Instead of passing only the liquid, it also allowed some of the coffee grounds and sludge to pass. the resulting mixture can turn any good cup of coffee into a bitter brown brew.

You may wonder what all this has to do with scanning. Well, just as the coffee filter keeps the sludge out of your cup, a good scanner filter can keep the "RF sludge" out of your scanner.

The benefits that result from using a filter ahead of your scanner can be appreciated by anyone who has had problems with excessive intermod - AKA bleed-over or bleed-through. Those of you who use outside antennas and/or live in areas of high RF congestion have probably experienced this problem at one time or another. In some cases, a filter placed between the antenna and the scanner can do a lot to clean up much of the intermod that plagues you.

In the February '85 "Technical Topics" column, I discussed some of the causes of intermod. To review, there are two main sources of intermod. The first of these - external - results when two or more signals mix together outside the scanner and result in a signal on the frequency to which the scanner is tuned. Naturally, the scanner will receiver this frequency. A filter will not cure intermod caused by an external source because any filter that would filter out the unwanted signal would also filter out the desired signal.

The second source of intermod is internal. Internal intermod results when signals mix together within the scanner. "This condition can affect the receiver if the latter has poor front-end selectivity, especially if the RF amplifier and mixer stages can be made to overload easily (from: FM and Repeaters, 1972, p.154)." The preceeding quote is fairly descriptive of most scanners, but in the case of internally caused intermod, a filter can help by preventing the offending signals from ever getting into the receiver - thereby eliminating the potential for intermod.

In general, there are four types of filters. The first of these is the low-pass filter which allows frequencies below a certain point to pass while rejecting or attenuating frequencies above that same point. This type of filter is often used on Amateur or CB transmitters operating below 30 MHz. A low-pass filter with a cut-off frequency of 30 MHz would allow any signals below 30 MHz to pass while at the same time attenuating any harmonics falling above 30 MHz. An example of this is the case wherein a transmitter, operating on 28.500 MHz, is generating a strong second harmonic. The second harmonic frequency is 57.000 MHz, which happens to fall right in the middle of TV channel 2. With a low-pass filter in the transmission line, the second harmonic is attenuated before it has a chance to cause any interference.

The second type of filter is like the low-pass, but it works in reverse. It is called a high-pass filter. This type of filter allows signals above a certain frequency to pass while at the same time attenuating signals below that same frequency. A high-pass filter would normally be used on a TV set to keep signals below a certain frequency, 50 MHz for example, from interferring with the set.

The third and fourth types of filters are known as the band-pass and band-reject respectively. The band-pass filter allows a specific band of frequencies to pass while attenuating frequencies above and below the desired band. The band-reject filter attenuates frequencies in a certain band while allowing all other frequencies above and below that band to pass. Like the low-pass and high-pass filters, the band-pass and band-reject filters operate in reverse fashion to each other. Figure 1 is a graphic representation of how each of these filters responds as the frequency being applied to them is increased. 30 MHz was chosen arbitrarily, and the scale of 0 - 10 on the vertical axis is relative.

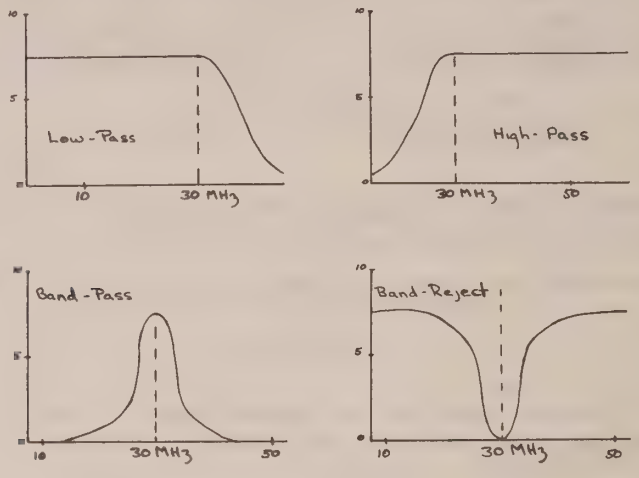


figure 1

Of these four types of filters the band-pass and band-reject are the ones that can be used to an advantage in reducing intermod in scanners. They do this by improving the selectivity of the scanner's front end. As I've said in the past, most scanners have very broad front ends. That is, they can pass frequencies across their entire operating range. Think about it. A scanner designed to cover 30 to 512 MHz has to be able to pass all frequencies in this range. Because of this, signals from low-band, high-band and UHF are all mixing together in the scanner's front end. The sums and differences that result from this mixing give "rise to the reception of unwanted signals and spurious responses across the band (FM and Repeaters, p.155)." What a filter does to remedy this problem is to limit the frequencies that can enter the scanner, thereby reducing the potential for intermod products to be generated due to front-end mixing.

Next month I'll continue this topic by describing some of the filters that are commercially available.

The Regency Z45 Scanner
A Users Report

I recently received the following report from Susan (MI-138). I hope it will be useful to many of you. Susan writes:

> I just received my...new Reagency Z45 scanner....I like it overall, although there are a few features that are less than pleasing.
>
> The scanner has a wood-grain cabinet. The programming panel label is stuck on to the face of the radio. I'm wondering how long the label will last, because it's getting air bubbles underneath it. It does not require batteries for the memory and is AC/DC. It comes with AC and DC power cords and a 21" wire whip antenna.
>
> The scanner has priority, delay, dim, clear, and channel display buttons, as well as a time button, time set, AM/PM button, and alarm set. The on/off, volume, and squelch controls are all sliding controls.
>
> It covers the following frequencies: 30-50, 118-136, 144-174, and 440-512 MHz. The delay button delays all 45 channels, while as usual, the priority channel is channel #1. The dim switch is handy at night, because the display isn't quite so bright. I miss the "night light" from my MX-3000, though! The clear button is handy. If you make a programming error (who EVER makes mistakes?), you just hit clear and start over!

To display the time, you depress and hold the time button down. The clock is still in operation when the power switch is turned off (a nice feature). To set the time, you press set, then the time, the PM button, and enter. Alarm setting is the same procedure.

To program the radio itself, press manual, the frequency, enter, and then the channel number. The thing I dislike the most is the fact that the radio doesn't display the channel number and frequency at the same time. You can view one or the other, or have them flash back and forth (annoying at best)....

Unlike the MX-3000, you can have direct chananel access by pressing manual, the channel number, and manual again. That's nice, if you know what channel number you want. Otherwise, you have to search through them all until you find what you want.

The search frequency increments are as follows: VHF-5 KHz, UHF-12.5 KHz, and aircraft-25 KHz. It scans 15 channels a second or 5 a second if you choose the slow speed. It searches as follows: VHF 17 seconds per MHz, UHF-6 seconds per MHz, and Aircraft-4 Seconds per MHz.

The radio weighs 2 3/4 pounds and is 10 3/4" wide x 2 7/8" high x 8 3/8" deep.

My thanks go to Susan for providing this information for the rest of us. Be sure and join me next month for a continuation of the discussion on filters. See you then!

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:
Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your August 1985 VHF Marine Column.

Well I just received my copy of the Thirteenth Edition of "The Ships and Aircraft of the U.S.Fleet" by Norman Polmar. Looking towards the back I found the Coast Guard section. It lists all the larger vessels above 65 feet long. It also lists Coast Guard Aircraft. Also it lists all other U.S.Fighting Ships. The cost is $ 29.95. It is very useful as a reference book.

Our first report comes from Gary (NY-291). It covers the New York Harbor area. He has been doing a lot of marine monitoring. The following is a list of receptions.

156.350 - Sounds mainly like the Moran Lines Tug Dispatcher "17 to the Margaret Moran,Cynthia Moran,Dorothy Moran, Patricia,Harriet,Moira Moran,Dianah,Marion,Miriam Moran, Maureen,Elizabeth,Nancy Moran".

156.975 - "374 to Buchannan 10","691 to the Hartford,the Putnam, the Fulton,the Westchester,the Joe Clancy". 691 could possibly by WHG-691 Pittstown Marine Transport Corp.,New York,N.Y..

157.025 - "KJA,KZA,KCA(?)947 to the Franklin,the Curtis (Rynauer), the Franklin,the Buchannan,the Janice". "216 to the Lindsey,the Tug Carolyn".

156.650 - Tugs giving location,direction and what they are pushing or pulling."Maura Moran - eastbound at Oak Point,Matinecock". "Security Call,Security Call,Tug Grace McAllister westbound at Execution Rocks heading for the Gate"

156.675 - A base station talking to Pilot Boats New York & New Jersey.

Gary also wants to know something about Port Operations in New York. He also reported hearing the CG-46302 talking to Group Long Island and the CG-46306 talking to Station Eatons Neck. In the list of 3rd.C.G.District small boats these were not listed.Anyone out there

have any answers? Also Gary wants to know if anyone has any information on the Tug Companies in New York like (Moran,McAlister, Reinauer,Etc.) and if anyone knows of any books about Tugs or Fireboats or other such vessels.
ED NOTE: In regards to the 46302 & 46306 - The vessels would probably have to be either a Motor Lifeboat or an Aids to Navigation Boat. Normally Aids to Navigation Boats have a "D" behind the vessel number like CG-46707-D.

McAllister Bros. Towing Co. - New York,N.Y.

KEA - 794 - 156.500,156.800

McAllister Bros. Towing Co. - Jersey City,N.J.

KXE - 287 - 4145.0 kc.,6220.0 kc.,8295.6 kc.,12430.6 kc.,16588.5 kc., 22128.5 kc.

Moran Towing & Transportation - New York,N.Y.

WBV - 156.350,156.800

Moran Towing & Transportation - Port Richmond,N.Y.

WBV - 2097.9 kc.,2183.4 kc.,4126.4 kc.,6223.0 kc.,8295.6 kc., 12433.7 kc.,16591.6 kc.,22131.6 kc.

Moran & Kurz Shipping - New York,N.Y.

KFN-750 - 156.450,156.800

Morania Oil Tanker Co. - New York,N.Y.

KPB-566 - 156.800,156.975
WHD-807 - 156.800,156.975

Pittston Marine Transport - New York,N.Y.

WHG-691 - 156.800,156.975
WRV-355 - 156.800,156.975
WRV-356 - 156.800,156.975
WRV-357 - 156.800,156.975

Reinauer Transportation - Newark,N.J.

KZA-947 - 4145.0 kc.,6220.0.,8292.5 kc., 156.800,157.025

Alice Moran - WYN-6272 - New York
Amy Moran - WZF-3006 - New York
Barbara R. Mc Allister - WX-7818 - New York
Brian A. Mc Allister - WI-4122 - New York

Gary also sends in some information on the Marine Units of the New York Fire Dept.. The fireboats use the city wide fire frequency of 154.430 and then switch to the borough frequency. The fireboats must also communicate with the Coast Guard and Police Units. Any member knowing any more about fireboat operations and frequencies please send it in so it can be reported.

The New York City Police Harbor Division is on a marine channel.Channel 17 (156.850). I pick up "Harbor Base" pretty good but not any of the harbor boats.Some Communications Heard: "Harbor Base to Harbor George(a harbor boat),Launch 3-0-3,Scuba Launch 8,Harbor Adam,Harbor Charlie,Harbor Operations & ,Launch 13".

Also heard on Ch. 17 was:"Town of Oyster Bay Headquarters being called by Conservation One & Oyster Bay HQ to P.B. One"(Patrol Boat One). The town of Oyster Bay does have a harbor patrol operating out of the Teddy Roosevelt Marina in Oyster Bay.

Another law enforcement marine division out here on Long Island,Where I live,is the Nassau County Police Marine Bureau. They use their normal Police Channel of 153.740,which is also shared with the Air Bureau.

In regards to the Navagational Channel 13 (156.650). I've heard tugs on Long Island Sound calling: "Security Call,Security Call,Tug Grace McAllister Westbound at Execution Rocks heading for the gate".

Gary asks the following question - Does the "SECURITY CALL" mean the vessel is calling for other vessels to give them a wide berth? YES

I've also heard the Coast Guard call something like "SECURATAE" or "SECURITY" before making a notification or warning about unlit buoys or adrift barges,etc.

Could you enlighten me on these points? YES

Here is the Official Coast Guard answer to the above questions from their "Radiotelephone Communications Handbook".

SAFETY PROCEDURES

The safety signal consists of the SECURITE(pronounced SAY-CURE-E-TAY). It indicates that the station is about to transmit a message concerning the safety of navigation or giving important weather warnings. The safety signal and call should be sent on the distress frequency or one of the frequencies which may be used in case of distress.
The safety message which follows should be sent on a working frequency, and a suitable announcement to this effect shall be made at the end of the call on the distress frequency.

EXAMPLE: (preliminary call on a distress frequency)

"SECURITE SECURITE SECURITE - HELLO ALL STATIONS - THIS IS - (voice call sign twice) COAST GUARD MARINE INFORMATION BROADCAST (or) HURRICANE ADVISORY/STORM WARNING etc., LISTEN 2670 KHZ. and/or CHANNEL 22A OUT"

All stations hearing the safety signal shall listen to the safety message until they are satisified that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

In Gary's case the Tugboat was making a safety broadcast about his approaching a certain area and for other vessels to be on the lookout for him.

New York Fire Department Marine Division: (FIREBOATS) ++

Marine Division Headquarters - Pier "A" North River
Marine Company # 1 - Pier "A" North River (Manhattan)
JOHN D. MC KEAN
SEN. ROBERT F. WAGNER (Spare)
SMOKE II (Tender)
Marine Company # 2 - Bloomfield St.,North River (Manhattan)
JOHN J. HARVEY
GOV. ALFRED E. SMITH (Spare)
Marine Company # 6 - Grand St.,East River (Manhattan)
HARRY M. ARCHER,M.D.
Marine Company # 9 - Slip 7,St.George Ferry Terminal,Staten Island
FIREFIGHTER (WG-4705)
++The above list was taken from:"Unit location Chart,Fire Department, City of New York WNYF Magazine,August 1984"

Gary also asks that anyone having information on the New York Fireboats and their operations please send it in.

Additional Fireboats:

Fire Boat # 1 - WZU-6480 - City of Fort Lauderdale,Fla.
Fire Boat # 1 - WYG-2768 - Eagle Mtn.VFD - Fort Worth,Tex.
Fire Boat # 39 - WXH-2399 - City of Sarasota,Fla.
Fire Boat # 16 - WXB-5896 - Weirton VFD (Co.1) - Weirton,W.Va.
Fire Boat # 1 - WI-5634 - City of Tacoma,Wash.
Fire Boat # 1 - WZY-5754 - City of Los Angeles,Ca.
Fire Boat # 3 - WL-2492 - City of Los Angeles,Ca.
Fire Boat # 5 - WL-2490 - City of Los Angeles,Ca.

Fire Fighter - WYZ-7562 - City of Boston,Ma.
Fire & Police Search & WS4089JFB - WZC-9470 - Manitowoc Fire Dept,Wi.
Fireboat II - WZA-3717 - City of Milwaukee,Wi.
Fireboat II - WXG-9831 - Redondo Beach Fire Dept.,Ca.
Fire-Rescue Boat # 2 - WXW-3543 - City of East Providence,R.I.

From the Mailbag:

From Walt (NJ-043) requests a copy of the NJ & NY VHF Marine Profiles. Walt also says that he would like to see the Coast Guard publish a periodical for domestic USCG Activities as they do for international AMVER activities.

Well thats about all for this month. Let me hear from you with your questions,comments,loggings,data/informat. .,etc.. Lets all work together and keep this column as one of the better ones each month.

73's till next month.

RCMA NEW MEMBERS LIST

AK 004 - ROBERT GIBSON;RR #3;CLINTON;AK;72031
AZ 068 - BARBARA RAINWATER;4504 S BUTTE;TEMPE;AZ;85282
CAED008 - STEVE ROEBKE;P.O. BOX 13345;S. LAKE TAHOE;CA;95702
CALA620 - DAVID MORGAN;342 W VALENCIA AVE;BURBANK;CA;91506
CALA621 - KEITH CRAIG;4233 N HARLAN AVE;BALDWIN PARK;CA;91706
CAOR295 - ARTHUR HAWKINS;3051 INVERNESS DR;LOS ALAMITOS;CA;90720
CAOR296 - ERNEST BACHMAN;15601 B ST SPACE 21;TUSTIN;CA;92680
CASB066 - STEVE HENDERSON;5640 RIVERSIDE DR #7;CHINO;CA;91710
CO 046 - STEVE LINN;12888 W ELLSWORTH PL;LAKEWOOD;CO;80228
CO 047 - THOMAS MAHONEY;5280 W 56TH ST #7;ARVADA;CO;80002
IL 302 - LEONARD LARSEN;705 WEST 187TH ST;GLENWOOD;IL;60425
IL 303 - DENNY BERINGER;2666 N HALSTEAD #3R;CHICAGO;IL;60614
MD 110 - WAYNE STOFFEL;526 WILSON RD;ANNAPOLIS ;MD;21401
MO 098 - A. EDWARD MERTES;7746 SUFFOLK AVE;SHREWSBURY;MO;63119
NY 320 - CHARLES KABAT;605 W 175 ST;NEW YORK;NY;10033
NY 321 - MATHEW KURZON;151 LORRAINE AVE;MT VERNON;NY;10553
PA 215 - CHRISTOPHER R CAMPBELL;10808 KELVIN AVE;PHILADELPHIA;PA;19116
PA 216 - JOSEPH J BARTHOLOMAI;153 BROADWAY;CONNELLSVILLE;PA;15425
PA 217 - ROBERT CASTELLI;32 HEARTWOOD RD;LEVITTOWN;PA;19056
PA 218 - ANDREW SLADE;816 THOMPSON AVE;DONORA;PA;15033
VT 003 - RAYMOND WOOD;RT #2 BOX 148;BRATTLEBORO;VT;05301
WA 067 - WILLIAM R --LAST NAME AND ADDRESS WITHELD BY REQUEST

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement "renewal overdue" on the mailing label. This simply means that your renewal was received after the cut-off date for runnning updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

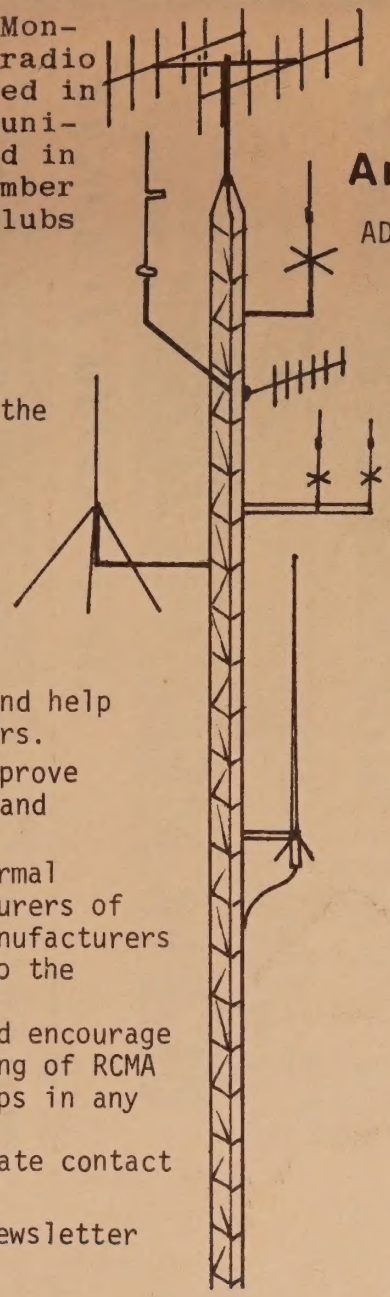
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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